RAILROAD

OCTOBER, 1967 MAGAZINE 50¢

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- Accounting for Business Programmers
- Accounting (Canadian)
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- Cost Accounting
- C.P.A. Review
- Estate & Trust Accounting
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- Industrial Accounting
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- Mason
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- Review in Arch. Design & Practice
- Review of Mech. Systems in Buildings

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- Automobile Engine Tune-Up
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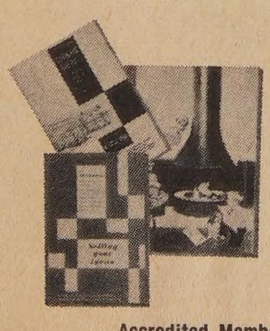

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RAILROAD MAGAZINE

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Louisville & Nashville steam locomotives built in the South Louisville, Ky., shops had oblong plates like this one from Consolidation type No. 1270.

Photograph from L&N archives

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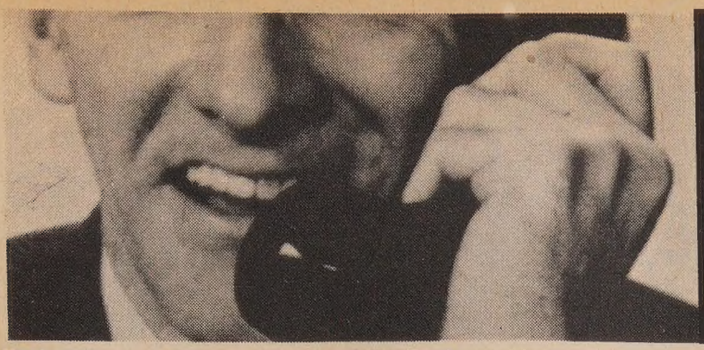

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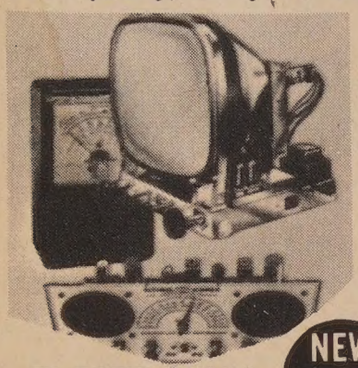

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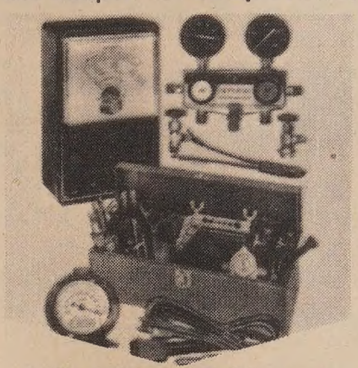

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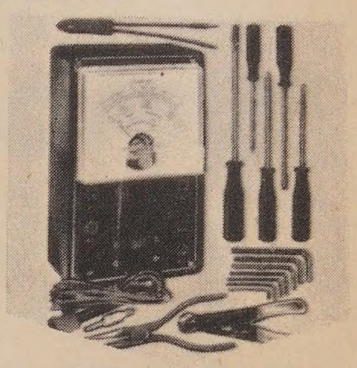

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Get the Home Appliances "know-how" fast... then get in on the big money! All 3 up-to-date courses include Equipment Kits, Tester, Tools. Courses are designed for easy learning, quick results. Set up shop soon for full-time or part-time income. Earn while you learn. Be a Master Technician, or Handyman. Check coupon below.

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- ☐ Basic Electronics

AUTO-MECHANICS DIVISION

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- ☐ Automotive Mechanics
- ☐ Diesel Mechanics
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MAIL CAR

where editors and readers meet

OUR unique cover picture, borrowed from *Louisville & Nashville Magazine*, ties in with our feature on page 18, written especially for us by Edison H. Thomas, railroad historian, manager of L&N's News Bureau, and No. 35 in our *Interesting Railfans* series.

Much time and thought went into the production of this great picture. William C. Tayse, L&N camera man, made the color-shot from railroadiana got together by the public relations staff. All builders' plates shown there belong to John B. Pravert (written up in Ed Thomas's story). Four came from L&N engines, the Rogers plate from an Illinois Central loco.

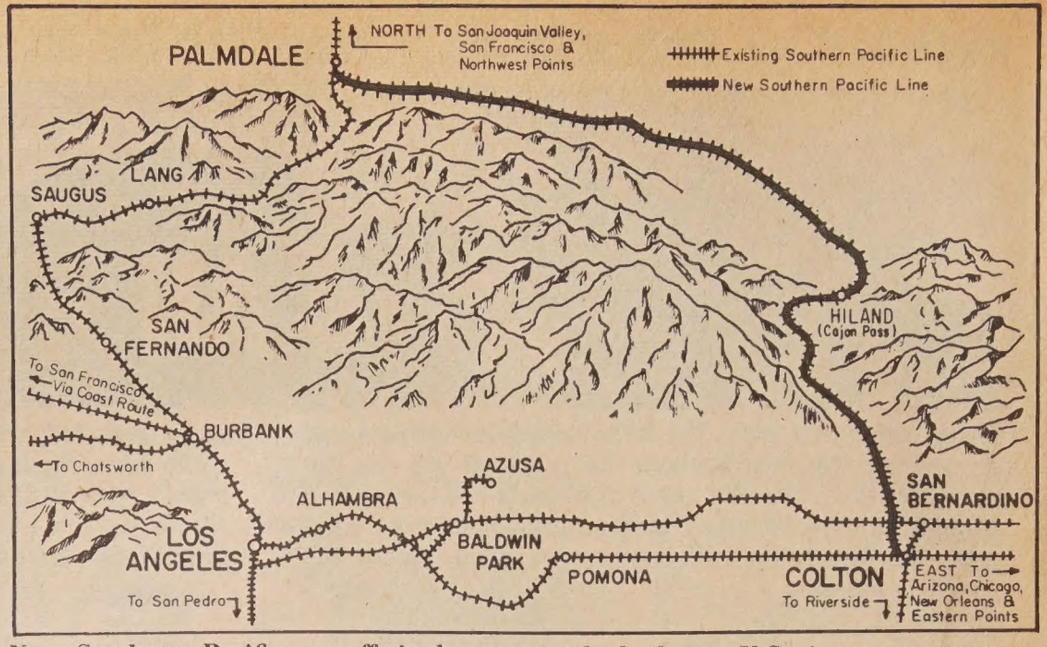
The large blueprints of cross-sections and side elevations of L&N and Nashville, Chattanooga & St. Louis steamers, from Charles B. Castner's collection, should be credited to Harold Holland, a New Orleans fan. The M-1 side elevation drawing placed below the L&N plate in the center was taken from the *Model Railroader's Locomotive Cyclopedia*, an A. C. Kalmbach publication edited by Linn Westcott. We don't need to tell you the source of the engineer's cap and bandanna. Our thanks to everyone involved. ●

DEATH rode the cab of No. 181, a new GP-40, with Joe R. Patterson, Katy engineer, and his son Darell, fireman, when their northbound freight ran head-on into 27 cars of ballast at Elgin, Texas, last June 3rd. The cars had been stored on a siding, but the brakes didn't hold and they rolled downgrade onto the main line. Joe's train hit them on a curve. The impact knocked the locomotive down a 30-foot embankment.

The two men's bodies were found in the cab. We were especially saddened by this tragedy because Joe subscribed to *Railroad Magazine* and contributed to it. Only last June, shortly before his death, he had an item in Joe Easley's picture page, *Along the Iron Pike*. His fine collection of M-K-T pix and miscellany was always available to fans interested in Southwest history. In sending us this news, Jim Hickey, 3306 Greenlawn, Austin, Texas 78757, says there is no signal at the scene of the fatal accident. A previous management removed it to save expense! ●

REVERSING the trend of recent years, commuter carryings on the Grand Trunk Western Railroad climbed in the first 4 months of this year. Total passenger carriage in that period also rose over 11 percent from 153,000 to 170,000. GTW conducted a survey to determine passenger scheduling preferences and acted accordingly.

Proving that passenger trains can make money, the Chicago & North Western announced profits from its short-haul service in Chicago to the tune of $2 million in 1966. ●



New Southern Pacific cut-off is longest track built in U.S. in recent year.

ALTHOUGH he has been living in Canada for many years, youthful memories of British railways pervade Jack Rowson, 8 Broadpath Rd., Don Mills, Ontario. "My boyhood was spent near the old Great Central tracks at Grimsby on the English east coast, the world's largest fishing port," he recalls. "Miles of railway yards filled with privately-owned freight cars coaled the huge fleet of steam-powered trawlers. Nights resounded with the ring and clang of buffers as the 0-6-0 switchers worked under the glare of floodlights.

"Daily the express fish trains, hauled by fine Robinson 4-6-0's, left for the midlands and London. Pulling the Nottingham & Leicester express was a well-groomed green ten-wheeler named *Earl Beatty* for the admiral who fought in the Battle of Jutland. Another engine, the *Valour*, was named in memory of railway men killed in action in the 1914-'18 war. Passenger cars were built of varnished teakwood. When the London & North Eastern took over the Great Central, Sir Nigel Gresley rebuilt many engines, retaining their trim and beautiful lines. Will somebody tell me if one has been preserved?

"I used to walk miles to get a copy of *Railroad Magazine* and combed the second-hand book stores for valued back numbers. Steam has just about vanished; but railroads the world over still hold their spell, thanks partly to *Railroad Magazine* and its fans." ●

OVERHEARD at the railroad depot. One brisk young executive to another, eyeing a pert, perky blonde: "She looks like the sort of girl to whom it's more important that her luggage match than where she's going with it."

Southern Pacific trains have begun to roll over the new 78-mile Colton-Palmdale cutoff, the largest piece of U.S. railroad built in a generation, reports Ben F. Brown, Fontana, Calif. Material used in building it included 156 miles of steel rails, over a million spikes, a quarter-million hardwood ties, half a million tie-plates, and 350,000 rail anchors. A magnet-equipped crane unloaded the tie-plates, rail anchors, and sacks of spikes. The cutoff was formally dedicated July 11th.

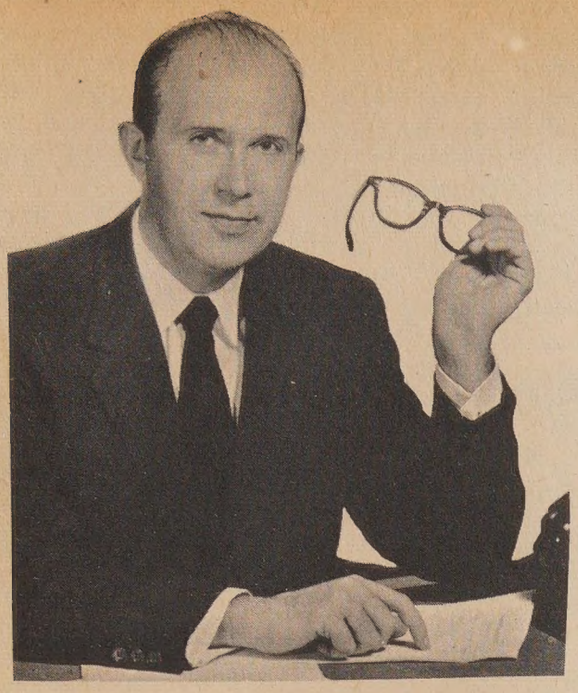
Our August issue erroneously reported the discontinuance of Milwaukee road passenger trains 19 and 20. Those trains are still running. The road's request for discontinuance was denied, but hearings will be resumed on or after October 12th. As Mark Twain quipped, "The rumors of my death were greatly exaggerated."

Effective July 1, the Union Pacific introduced a new passenger ticket covering both transportation and meals, available if desired on the domeliners *City of Los Angeles* and *Challenger* between Chicago, Omaha, and L.A.

A thought for the month from A. Lawrence Lowell: "The mark of an educated man is the ability to make a reasoned guess on the basis of insufficient information."

Wantagh Preservation Society, P.O. Box 132, Wantagh, N.Y., is seeking a wooden caboose, a semaphore, benches, a wall clock, gas or kerosene lamps, and other artifacts for the restoration of an old railroad station.

For 300,000 daily rail commuters in southern England a new deal began



Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English*," says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

***Question:* What is so important about a person's ability to speak and write?**

Answer: People judge you by the way you speak and write. Poor English weakens your self-confidence—handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

***Question:* What do you mean by a "command of good English"?**

Answer: A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

***Question:* Are there other advantages to be gained by acquiring a command of good English?**

Answer: Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

***Question:* Wouldn't I have to go back to school to gain a command of good English?**

Answer: No, not anymore. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

***Question:* Is this something new?**

Answer: Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

***Question:* How do I know it works?**

Answer: There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

***Question:* Who are some of these people?**

Answer: The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method has helped business men and women, homemakers, industrial workers, clerks, secretaries . . . almost anyone you can think of.

***Question:* How long will it take me to learn to speak and write like a college graduate, using your method?**

Answer: Some people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

***Question:* How can I find out more about the Career Institute Method?**

Answer: I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells you how you can gain a command of good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, 555 E. Lange St., Mundelein, Ill. 60060.

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July 10th. Seventy-two extra trains are being provided for them during rush hours. There are 43,000 more seats. ●

NOW we've heard everything. Many labor officials favor Federal ownership of U.S. railroads. That's old stuff. But here's a new twist: a certain railroad president urges *partial* Government ownership of the roads. *The Wall Street Journal* editorializes:

There is no doubt that, from a multiplicity of causes, a good many railroads are ailing. Some of the cures being suggested, however, well might turn out to be worse than the disease.

For symptoms of ill health one need only look at the net income before Federal income taxes of the nation's Class I railroads in 1955, amounting to $1.3 billion. In 1966, their net before Federal taxes was a little more than $1 billion. During that span, of course, many other industries grew greatly in size and profitability.

Still, the railroads are no dying industry, as W. Arthur Grotz, president of the Western Maryland, told the American Association of Railroad Superintendents the other day. The railroads' posture for the past decade, he said, "has been more that of a giant weak from undernourishment."

Pointing to the $50 billion Interstate Highway Program, the St. Lawrence Seaway project and the development of bigger and better airports, Mr. Grotz reasons that the railroads ought to junk their "archaic notions of private enterprise" and join the parade to the public purse.

Specifically, he recommends that the Government buy "all track, track structures, signals and related fixtures" and lease them back to the railroads. With the money from their sale, the theory goes, the roads could launch a massive modernization program. . . . ●

PEORIA, Illinois was served by 110 trains a day only 46 years ago but is now down to a paltry four trains a day —thanks to the automobile, the U.S. Post Office Department, and the railroads' failure to use more aggressive modern ideas in fighting for passenger business.

The Rock Island's move into a new small depot at the foot of Evans Street in that city last summer marked the end of Peoria's once-teeming downtown passenger station, reports Earl F. Kelsh, a longtime railroad photographer, 816 West Virginia Ave., Peoria Ill. 61604.

The old depot is being made part of a riverfront park area. Built in 1901 as one of the Midwest's finest stations; its huge clock tower tolled the hours and looked down upon a thriving rail transportation area. In those halcyon days the Big Four, with elegant parlor cars, diners and Pullmans, was offering the only strictly first-class service from Peoria to the East. The Burlington ran through trains to St. Paul, Omaha, Denver, Salt Lake City, and California and advertised "7,077 miles of perfectly equipped road."

Another road serving Peoria, the Illinois Central, boasted "the only line running Palace drawing-room cars and sleeping cars to St. Paul and Minneapolis without change." The Chicago, Peoria & St. Louis claimed to be the only "ballasted" roadway between Peoria and St. Louis. In all, 14 railroads carried passengers to and from Peoria in 1901, according to the *Peoria Sunday Journal*, and the rate was 3 cents a mile. But one by one they began to go.

The Post Office consistently hampers rail passenger service by canceling mail contracts. Like the railroads elsewhere, those serving Peoria have been hard hit. Few passenger trains can be operated profitably today without mail and express. Post Office figures, some previously unpublished, show railroad income from hauling the mail dropped from $354.5 million in 1963 to $317.1 million last year. In the same period, postal payments to airlines leaped from $67.3 million to 96.3 million last year.

In 1956—*Railroad Magazine's* 50th anniversary—the Big Four (Peoria & Eastern) lost its mail contract, and made its last round trip to Indianapolis a few months later. The Illinois Terminal, a fine electric interurban line, ceased to enter Peoria in 1955. Some roads, like the Rock Island, experimented with "doodlebugs"—one-car trains carrying passengers and mail—but these soon faded away. ●

PASSENGER train 46 pulled into Chattanooga, Tenn., the other day from Sheffield, Ala., after 165.6 miles of an unusual run. Except for the fireman, one family operated it. The engineer, flagman, and baggagemaster were sons of the conductor, Lester E. Blassingame, 69, of Sheffield. The skipper had said that before retiring from the Southern Railway this September he'd like to make a run with his three sons, all Southern employes. At that time the four men had never been together in the same crew. Unknown to him, the wish was relayed to railway officials, who set up the trip. Among the 31 passengers aboard were the conductor's two daughters and a daughter-in-law. ●

SOME of the billions of dollars in U.S. taxpayers' money sent aloft in the form of space shots and supersonic airplanes should be used, instead, on the ground improving rail commuter transportation. So says Senator Harrison A. Williams, Democrat of New Jersey. He has introduced a commuter service bill that would allow the Federal Government to pay up to two-thirds of the out-of-pocket losses sustained by railroad suburban operations. Effective aid for *all* of the nation's metropolitan areas, he estimated, "would not cost as much as *two* new supersonic transport planes." ●

TAKING a coffee break, engineer Deslin Waldram on a Southern Pacific train consisting only of 4 diesel units stopped at about 3 a.m. in the desert village of Cabazon, Calif., below sea level. He and his fireman, P. S. Fishbeck, piled into the all-night hot dog stand.

Fifteen minutes later the two men emerged to find their train had vanished! They were sure they had set their brakes before leaving it; the air must have leaked off.

Anyway, this is what happened: The unmanned train started slowly coasting down the steep Whitewater grade but soon picked up speed, maybe to 100 miles per hour, as it raced down the main line toward the town of Indio. Meanwhile, in the dispatchers' office at Los Angeles, 115 miles away, Don Thurlow and Norman Pomeroy saw a light flash unexpectedly across their electronic board. They realized the 4 locomotives were running wild and, by pressing a button, derailed them at a siding about 22 miles east of Cabazon.

Clyde Bruce, who sent us this news, is the owner and builder of a one-inch-scale railroad, powered by a 4-4-2 live steamer, at 2501 Grand Ave., Huntington Park, Calif. ●

REQUIEM for a once-famous passenger train is reprinted from the *Oregon Daily Journal*:

Lay another wreath on the tracks, railfans. The *Shasta Daylight*, the Southern Pacific's daytime train which in recent years has operated between Portland and Oakland, Calif., in summers only, apparently won't run at all this year, barring an unexpected order from the Interstate Commerce Commission.

The SP, which is trying hard to get out of the passenger business, has run the *Shasta Daylight* in recent years only because the ICC said it had to. June 10th through Labor Day was the usual operating period. But although the Oregon and California public utility commissioners asked the ICC to investigate whether the *Shasta* should be required to roll again this year, the investigation hasn't been made.

It's usual to damn the SP as an assassin of passenger service—and there can be no denying that lately it has done almost nothing to make its passenger trains attractive to customers. SP's president, B. F. Biaggini . . . declared, "The long-distance passenger train is dead."

And yet, instinct says that some day, travel by train-like conveyance will come back. Already we worry about crowded traffic on our highways and flyers. Already we wonder how much expensive land can be taken for more roads and airports.

The train of the future may not look much like the *Shasta Daylight*. But don't bet there won't be some kind of successor, some day, to chase its ghost down the right-of-way. ●

EUROPEAN railroads are striking it rich in hauling private autos and their passengers. The method is simple: drive onto a car-carrier at the rear of

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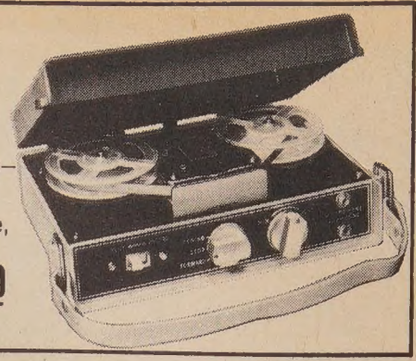

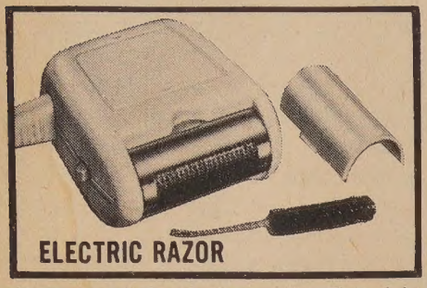

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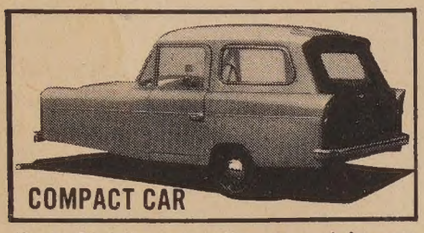

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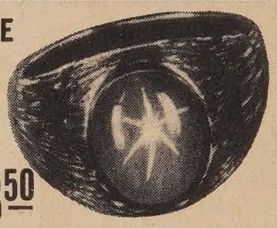

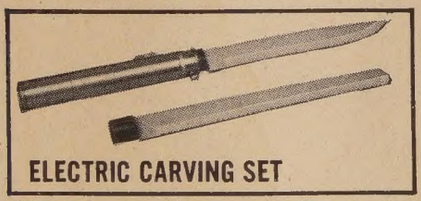

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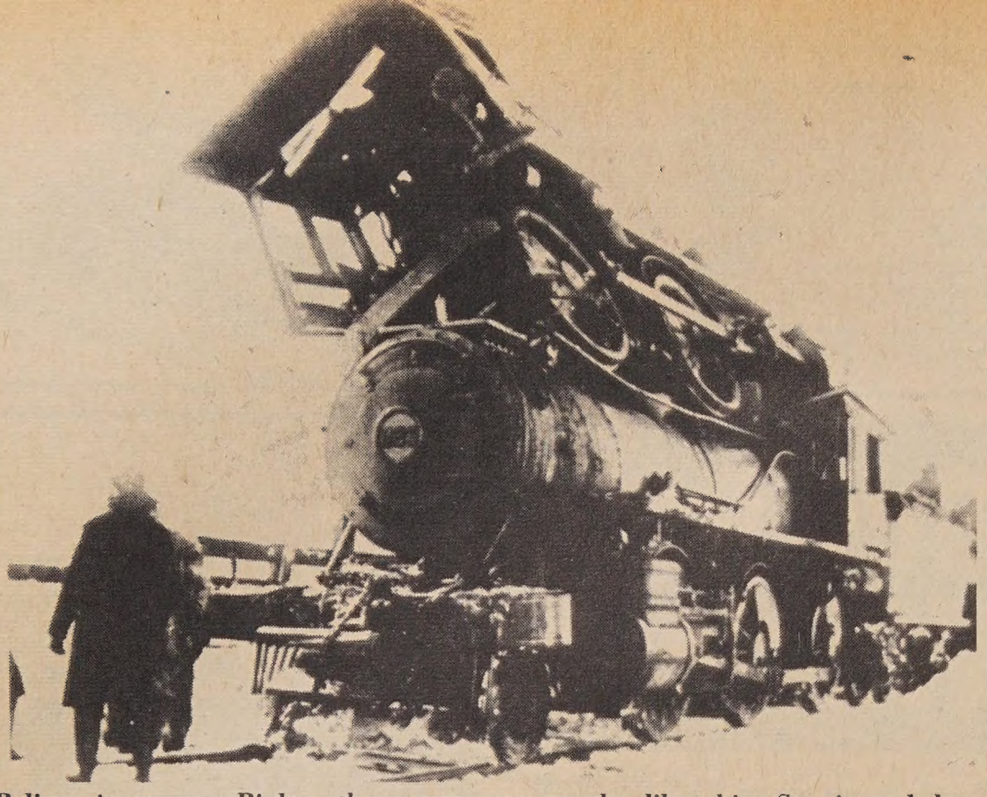

Believe it or not, Ripley, there were two wrecks like this. See item below.

the train, go to your berth, and relax.

British Railways has attracted nearly $8 million in new business with this service and is finding it difficult to keep pace with the public's demand for auto and passenger space. French National Railroads are experiencing similar success with the "take-your-auto" service for passengers. ●

STRANGE as it seems, at least two different freak wrecks piled one steam engine on top of another. W. Emory Wardwell wrote about such an accident in our July issue, but somehow the pictures got switched and we used the wrong shot to illustrate his story. This mistake gave our critics quite a field day. Sharp-eyed and sometimes sarcastic readers flooded us with corrections. Well, we deserved it.

The photo we should have published with Wardwell's article, shown on this page, came from Frank E. Grout, 37 Concord St., Ashland, Mass. 01721, who spent 56 years as a fireman and engineer on the New Haven Railroad, including one of its predecessors, the Old Colony line.

"I doubt if the engines pictured in Wardwell's photo ever ran on the Old Colony," he writes, "for when I started firing on the OC a short time after the freak wreck we had no such engines, certainly not a 470. Both engines in that pile-up, the 823 and 684, had driving rods, unlike those pictured in your July issue. Wardwell's article is fairly well done, despite its errors. But he wasn't familiar with the old Russell snowplow, which he described as an inverted V—it was not. He said 5 men had the job of raising and lowering it. Now, that was a bad guess. Nobody could raise or lower a Russell plow; it was rigid.

"Wardwell also said conductor Moffett released the bolt on the side door of the plow's cab with a knife. He may have done so, but that's not what I recall him telling me personally long ago when we discussed the subject. Wardwell's article stated, furthermore, that the two trains met head-on near a hospital siding. There was no hospital siding within 20 miles of the wreck.

"The article said that later the two engines, one still on top of the other, were towed back to Framingham; but they couldn't have been, because of an overhead bridge between Marlboro Junction and Southboro. Actually, the top engine was taken down at Marlboro Junction. I am not sure what happened afterward to the 684. Some say she never ran again. I don't believe I ever saw her, although she may have been renumbered 1712. I fired some 1700's, all larger than the 684. But I remember the 823 very well. After Frank Walford, her fireman, had been promoted to engineer, I fired her for him. Later, as an engineer myself, I also ran the 823, then renumbered 610, and on her way to the scrap pile."

Now that this freak wreck has been straightened out, thanks to the good memory of an oldtimer, can some reader tell us about the one pictured in our July issue? Possibly it occurred near a hospital siding—but when and where? ●

PEANUT BUTCHER. "Back in 1919 I worked as a Canadian Northern express messenger on the mixed train of the Alberta coal branch between Edson and Mountain Park," recalls S.B. Brooke, a retired Canadian National conductor, 352 Battle St., Kamloops, B.C., Canada, "and supplemented my $92.50 a month pay by selling fruit, candy bars, and sometimes pancakes and coffee. Our train was on the ground pretty often, so I carried pancake flour, honey, and ground coffee to feed the passengers waiting for it to be re-railed.

"Ladies of easy morals often rode with us to the mines to sell their love to the sex-starved miners. I'd put them to work making hotcakes and coffee on the baggage-car stove while I did additional cooking in the caboose. I delivered the meals myself and collected the money for them: 50 cents for one pancake with watered honey plus a cup of weak coffee. Anyone who cooked ate free. The train crew brought along their own meals and occasionally got fresh meat such as mountain goat or deer from the section foremen.

"I was born in England. My interest in railroading began at age 5 when I lived near an old London, Brighton & South Coast Railway terminal and fell in love with a brown, yellow-striped tank engine that always smelled of smoke and grease. My brother and I would walk downhill from our house, hang over the right-of-way fence, and watch the trains go by. Sometimes we'd lay pins on the rails for the trains to make tiny swords of them. Later we moved to Canada and have been in this country ever since.

"Before becoming an express messenger on the Canadian Northern I hired out as a porter, but I got into trouble for not working on my days off, without pay, and for unloading boxes of spoiled fish 'on the fly' for a mink farmer to use in feeding his mink. The farmer asked me to toss out that stuff from the baggage car to save him a two-mile buggy drive to the depot. But you should have seen the stinking fish shoot all over the landscape when the box broke open! It took hours to pick them up. After that, the Canadian Northern had no further use for my services.

"Then I went braking on the Grand Trunk Pacific (which later became part of the Canadian National). Among my recollections of those early days was the red light district south of the station at St. George. The girls living there, both white and colored—some of them real pretty—would meet the trains, which made 30-minute stops at the station. I remember one gal wearing what looked like a pink nightgown.

"During the Depression, whole families and often female hoboes rode the freights in western Canada. We tried to look after them. Single men were allowed to ride the engine cabs, incidentally keeping warm in cold weather, if they would pass coal ahead to the firemen. We charged other hoboes the going rate, a dollar a division. Some women had ways of their own to make payment." ●

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Photographs of the Month

Among active backers of SPUR plan for tourist steam line (see page 64) is Miss Linda Davis, with sunburst smile and hazel-green eyes, shown at the Illinois Central depot in Champaign, Illinois. She comes from a railroading family and lives in Champaign at 508 Victor Street. Her grandmother is secretary of lodge 99 of the Brotherhood of Locomotive Engineers and Firemen. Linda's mother also is a member of the lodge.
Joe McNamara, 1037 Englewood Drive, Rantoul, Illinois

Irish railfan, Miss Una Duff, 24 (pictured in yard at Heuston station, Dublin) lives at *Mount Paloma* on Cross Street, Skerries County, Eire, is a collector of timetables and sometimes photographs railway subjects.
Photograph by Arthur P. Hughes

Color-coded magnets on line map of New York Central System indicate where the road's 1800 diesel freight locomotives are at any given moment. The board, which is in operation 24 hours a day, will soon be keeping track of 400 new pool cabooses as well.

New York Central photo

Mexico's might: 2-6-6-2 articulated giant No. 2031 in Valle de Mexico yard awaits a highball for the run to Tula. The darkness of early dawn creates a spectacular "Northern Lights" effect, and the low-slung headlight and cross-compound pumps on the front end remind you of Great Northern power. This shot is the first in a series on "Memories of Monarchs after Midnight," by Bud Rothaar, 757 Pierrepont Street, Rahway, N.J. 07065. Other photos of this series are coming in the near future. Bud made them unaided.

Photograph by H. L. Kelso, Inglewood, Calif.

Baldwin 6-wheeler, built 1882 for the Kahuli & Wailuku Railroad in Hawaii, is unloaded from Matson Lines freighter for exhibition in Bishop Museum, San Francisco.

◄ The Southern Pacific often tested engines with dynamometer car next to locomotive, but seldom from front end like this box, which was dangerous.

Photo copyrighted by Doug E. Cummings, 529 W. 63rd Ave., Vancouver 14, B.C., Canada

This side-tank 2-6-6-2T Mallet, No. 8 of Rayonier, Inc., was photographed on March 30, 1961, at Clallam Bay operations near Hoko Camp. As a stand-by for diesel power, this mighty locomotive hauled work trains in program of reballasting roadbed.

Steam Today on Arcade & Attica in Upstate New York

All photos on this page by Joseph A. Mannix, 33-18 161st St., Flushing, N.Y.

A&A's fireman and hostler, ► Tom Gainey, scrapes off paint on No. 18, a 2-8-0 type.

Between runs, Engr. Bud King often helps at maintenance jobs. He relaxes when his wife brings mid-day lunch, as pictured below.

Locomotive Builders' Plates

by EDISON H. THOMAS

Photo by Otto Straznicky

MENTION almost any part of the steam locomotive and there is someone, somewhere, who collects it. Number plates are especially popular. You may even find one attached to the front of a house—if the occupant is lucky enough to own a plate with the same number as that of his home. Bells, headlights, and whistles also are favorites. A group at Kennesaw, Ga., where the great locomotive chase of 1862 started, is the proud possessor of old wornout grates from the firebox of the *General*, the leading engine in that chase.

Probably the most exclusive club devoted to preserving steam memorabilia is concerned with builders' plates. The *Plate Collector's Directory*, currently edited by Robert L. Brieoule, lists some 70 serious collectors scattered throughout 19 states in the U.S.A., also Canada, England, New Zealand, and Australia. Plenty of other collectors are not listed. For example, Otto Straznicky, D-5042, Kottingen, West Germany, who has many European plates to swap for those of non-European countries.

Otto got the bug five years ago when a worker at an Austrian dismantling plant gave him a plate from the Rheinische Metallwarren Maschien Fabr. Duesseldorf Nr. 868/1924. Today he has 106 plates, mostly European but including a few Alcos and Baldwins. His "most precious," as he put it, is a 1938 Russian plate containing the names of two labor unions. Among his oldest plates are an 1881 French, an 1876 LMS-Derby from Great Britain, and a few Austrians prior to 1900. Otto also has carbuilders' plates, uniform caps, cloth patches, signal discs, and other railroadiana.

"I like to trade," he says, "and I have some plates and other items for that purpose. Fans visiting the Cologne area of Germany are invited to see my collection."

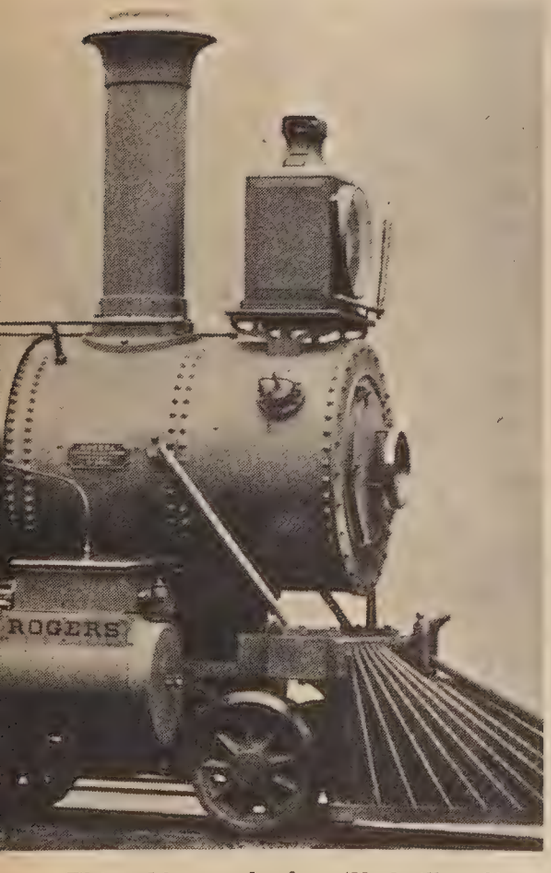
Some hobbyists have been amassing builders' plates for over 30 years. Many began rather recently when steam power was making its last stand. Most of those listed in the *Directory* have sizeable collections of domestic and foreign items. One problem they face is the diminishing supply. Obviously the time is past when you could pick up plates from scrap piles with little effort. Nearly all available specimens, we are told, are already held by collectors. What's more, certain collectors' wives have been known to rebel at having "just one more" plate in the basement—a place where many such items, due to their bulk, eventually wind up.

Nobody knows just how many plates are acquireable. However, beginning in 1831, more than 150 companies built steam engines commercially in the U.S.A. Gradually the list dwindled to three major producers of main-line steam power: Baldwin, the Lima Locomotive Works, and the American Locomotive Co. Other concerns such as Vulcan, Davenport, and H. K. Porter turned out hundreds of small engines for industries, shortlines, and narrow-gage roads.

Plates from the "majors" are fairly plentiful. Granddaddy of them all, Baldwin, supplied some 59,000 steamers to the power-hungry railroads—more than any other American builder. Second in total output, with 40,000, is Alco, formed in 1901 by the merger of eight smaller plants. Another great name, Rogers, built 6,300 locos between 1835 and 1905, when Alco absorbed it. By comparison, the totals of numerous other firms were small.

One authority puts the grand total of steamers from U.S. commercial builders at about 176,750, but we can only guess at the number built by individual roads. The Pennsylvania, for example, outshopped upwards of 7,000 engines in Altoona; the Canadian Pacific built over 700 in its Angus shops at Montreal; the Louisville & Nashville produced more than 500, many of its own design, in its Louisville and South Louisville shops; and the die-hard Norfolk & Western was still turning out giant articulateds and efficient 0-8-0 switchers in its Roanoke shops as recently as the early 1950's. Our guess is: well over 180,000 steamers were built by all sources in this country.

Not every locomotive had a builder's plate, but most of them showed some kind of identifying marks. Plates as such probably came into general use a few years after the Civil War. Prior to that time, many 4-4-0's had rather fancy



This old ten-wheeler (Nashville, Chattanooga & St. Louis) had builder's plates on both boiler and cylinders. From Louisville & Nashville archives

Otto Straznicky, wearing a Swiss railroad cap, is holding a 1927 German plate from his collection displayed on garage wall. On opposite page, his 17-year-old daughter Cissie provides a romantic background for a 1936 plate from a German builder.

Photograph by William C. Tayse

Jack Fravert holds Baldwin plate from Marietta & North Georgia locomotive built in 1889. L&N later took over that line. Jack specializes in the L&N; he grew up in its home city and his father is one of its veteran operators.

decorative plates with the maker's name usually in a space between and just above the driving wheels. Others placed their name on the cylinders, a practice that identified Rogers engines, particularly the ten-wheelers on the Nashville, Chattanooga & St. Louis long after Rogers began using builder's plates.

One distinguished collector, J.O.B. Johnson, 5712 Caldwell Drive, Waco, Texas 76710, has a Baldwin plate dated as far back as 1873, but he thinks there may be some older ones extant. The hobby first attracted him in 1937 when he was a machinist apprentice in the Katy's Bellemeade locomotive backshop at Waco and the superintendent there gave him three plates—a Baldwin, a Lima, and an Alco-Schenectady—which young Mr. Johnson took home and nailed to his smokehouse wall.

"That was my entire collection," he tells us, "until 1952, when I happened to be browsing through old issues of *Railroad Magazine*, saw an L&N roster, and again became interested in builders' plates."

Today Mr. Johnson owns around 170 plates, all in storage, and plans some day to donate them to a museum. He has been with the M-K-T since 1933. In comparatively recent years he has traveled countless miles, mostly by train, in the U.S. and Mexico, seeking plates. His search extended even to Sweden, birthplace of his parents. Mr. Johnson's most unusual railroad item, however, is not a plate but a 14-inch square chunk of riveted boiler shell from a Union Pacific "Big Boy," No. 4000. It is 1½ inches thick, is polished and painted, and weighs 135 pounds. His railroadiana also includes steam photos, slides, books, blueprints, and of course his *Railroad Magazine* files, complete since 1933.

Photo by Wilbur T. Golson

Robert C. Rucker, steam engineer on an Alabama industrial line, shows three of his plates and other railroadiana.

Jack Fravert has probably the largest collection of plates in his area. He specializes in the L&N, which is natural, inasmuch as he lives in that road's home city and his father is a veteran L&N operator. Jack's fine lot of builders' plates is enhanced by the fact that he has tried to match them with number plates from the same engines. These items have been carefully restored, polished, and painted. They include many fairly recent engines—the massive M-1 Berkshires, Mikes, and Mountains—plus some older types that L&N built in its shops or got from subsidiary lines.

L&N number plates include the 1999 and No. 295, the only three-cylinder jobs the railroad ever owned. The 295, an Alco Pacific, rebuilt and streamlined in 1940, was equipped with a tank that held 27½ tons of coal and 10,000 gallons of water. This enabled her to pull the Chicago-Miami streamliner, *The South Wind* on a 205.4-mile trip between Nashville and Birmingham, at one time the longest non-stop coal-powered run in the U.S.

Although Jack's specialty is L&N, he has many plates from other lines including the historic N&W No. 244. This engine, built at Norfolk & Western's Roanoke shops in 1953, was the last reciprocating steam locomotive built for a Class 1 railroad on our continent. For some years Jack kept this collection at his parents' residence in suburban St. Matthews, Ky., on a display board erected on a basement wall. Then he married a winsome lass named Mary and they moved into a three-room apartment too small to house the builders' plates. Now, however, they occupy a new home at 2005 Keenland Blvd., Louisville, Ky. 40223, to which Jack moved what Mary calls his "rail junk."

Taking a long jump to western Canada, to Victoria, B.C., we find Carl Newman, who, with his daughter Margaret, assembled a rather ambitious plate collection at 955 Cloverdale Street. Carl has been fascinated by builders' plates since he was a boy.

"Although my father was a Canadian National hogger," Carl recalls, "he discouraged my hopes of going into railroading, so I became a printer instead. My first big hobby was photographing steam engines, mainly in and around Winnipeg."

His plate collection dates back to 1958 when he and Margaret were shooting pictures at the Canadian Pacific's Ogden shops near Calgary. They had been looking for plates for Willis Hendick of Long Beach, Calif., when Margaret suggested that they collect a few for themselves. That was all the encouragement Carl needed.

The girl broke up the team last year when she married and moved to Las Vegas, Nevada; but she didn't leave home before she and her father had collected some 340 locomotive plates, 40 tender plates, and 20 miscellaneous items obtained from snowplows, steam shovels, derricks, and other railroad equipment. Carl now has probably the world's largest single collection of CP plates. Although most of the collection represent North American builders, he also has plates from Australia, Austria, Africa, England, France, Finland, Germany, Japan, Philippines, Norway, Sweden, and one from East Germany.

"Almost every plate has been thoroughly cleaned, given a coat of aluminum paint, and re-lettered in black enamel," he says. "They are mounted on a turquoise-painted plywood board and secured to the basement wall with aluminum bolts and nuts."

One of them came from Canadian National 2-8-0 No. 419 (later 2019), built in 1907. Carl believes it is the oldest extant plate of the Canadian Locomotive Works at Kingston, Ontario. It was found buried in the right-of-way at Roosevelt, Minnesota. Carl also has a few diesel plates, mostly from early models cast similar to those used on steam locomotives.

In Fair Haven, N.J., an electrical contractor named Frank Leslie has a collection of over 179 plates from 89 different builders displayed in the basement recreation room of his home at 123 Lake Avenue. Not all of them have yet been cleaned, painted, and polished, and Frank keeps a few duplicates for trading purposes. Among those he values most is a Pennsy Juniata shop K4s, "my favorite locomotive," as he put it, and Willamette No. 28, a very scarce plate, as they only built 32 locomotives, all Shays. He also boasts a Climax, an 1892 Manchester, and an 1888 Baldwin, Burnham, Parry & Williams from Philadelphia.

An eight-year search came to a fruitful end in 1961 when he found a Davenport plate. "Davenports are rare items," he says. "This one came from the Victoria Milling Company in the Philippine Islands."

Other plates in Frank's collection include ten different Pennsy class ovals, several from Rogers, an 1891 Cooke, an 1895 Rhode Island Locomotive Works, a 1900 Schenectady Locomotive

Some men collect diesel builders' plates like this one on a 1500-hp Louisville & Nashville freight EMD F-7.
Photograph from L&N archives

This loco must be 127. She is ex-Canadian Pacific 1278, property of F. Nelson Blount, photographed on fantrip.
Joseph A. Mannix (Oct. 16, 1966)

Works, Baldwin plates of various sizes and shapes, a hard-to-get Manhattan Railway shop plate dated 1890, which he thinks came from one of the elevated railway Forney locomotives, and a 9-inch circular plate from the Southern Iron & Equipment Co., Atlanta, Ga., rebuilder of used engines.

Sometimes Frank's oldest daughter, Kim, helps him. They have a system of cleaning plates by boiling them in a big pot of lye in the back yard. Frank and the girl think nothing of standing outside in bad weather to watch the roaring fire and the boiling pot—even in the freezing cold of January and February—much to the consternation of neighbors.

Although Frank doesn't turn down diesel plates, about 90 percent of his collection came from steamers. Each plate's value, he says, depends upon its builder, the age and type of the engine, and the collectors' demands.

Turn now to Alan Miller, 211 Burchett, Glendale, Calif. 91203, a financial analyst for the City of Los Angeles. Alan recalls that he became hooked as a collector when Northern Pacific gave him a 1938 Baldwin plate from 4-8-4 No. 2666 for display with a model railroad setup in his father's garage. He was then twelve years old.

"Since that day I have tried to get plates of every builder, plus any variations in shape or other characteristics," he states. "I am the only rail enthusiast in my family and I grew up within a block of the Southern Pacific depot in Glendale. My most prized plate is a 1933 Lima rectangle from Pennsy L6a electric No. 5940. As far as I know, it was the only Lima electric ever to hit the rails. The rest of that order were scrapped at the Lima plant during the Depression. Two other rare plates of mine are an IC Burnside shops and a circular Alco-Brooks."

Alan edited the *Plate Collector's Directory* in 1963-'64. He has 130 builders' plates, nine number plates, five headlights, four whistles, and two bells —one from a Burlington FT diesel and one from Santa Fe 2-10-2 No. 1673, the latter having been a helper on Cajon Pass. He says most builder's plates are now in collectors' hands, because of which the hobby has become somewhat dormant.

When Robert C. Rucker, P.O. Box 64, Milton, Fla. 32570, was asked if he had any railroadiana, he said: "Yes, two large rooms full, plus some larger items in the front yard." Bob lives across the street from the Louisville & Nashville station at Milton and has two number plates from that line. Several others came from engines he either ran as a hogger or fired. For the past 15 years he has been operating two steamers and a diesel-electric loco for a lumber company at Brewton, Ala. Many years ago he fired for the L&N, and later for another road.

"I'll be 65 soon," he says. "After that I'll spend more time on my collection."

Besides plates, he has seven locomotive whistles, a rare silver-impregnated brass bell, and a set of link and pin couplings.

Another collector is J. T. Jennings, 4221 LaFayette Circle, Erlanger, Ky. 41018, who became interested in plates during the steam-scrapping spree begun by the railroads in the 1950's.

"After I had inspected the collections of Jack Fravert and E. G. Baker at Louisville, the bug really bit me," he reports. "Now I have 72 plates displayed on the walls of my home, along with other railroadiana, including an old station clock."

J. T. says his most prized plates are two from the L&N; a South Louisville shops plate from Consolidation type 1283; and a Baldwin, Burnham, Parry & Williams plate of 1889 from a former Marietta & North Georgia ten-wheeler, No. 14. He also boasts specimens from Louisville & Nashville's M-1's. Probably a third of his assortment came from the Southern Railway, including an Alco road-switcher plate.

"During the early years of World War II," he tells us, "I worked as a Baltimore & Ohio firemen on coalburners, but I've since given up railroading."

Also down South is Robert Harris, P.O. Box 3, Gratigny, Miami, Fla. 33168, who became enthused over plate collecting after reading an article in *Trains* magazine. He picked up his first one from the Wrightsville & Tennile of Georgia nine years ago.

Jack Fravert with his collection of Louisville & Nashville number plates: the 295 was a streamlined Pacific that pulled the Chicago-Miami *South Wind*.
Photograph by William C. Tayse

This plate, oldest known of CLC, was found buried in railroad right-of-way.
Collection of Carl Newman

"The plate in my collection that I think most of, Baldwin No. 34126, came from a Virginian Railway steamer, No. 132," Bob says. "A picture of this engine appears on the cover of H. Reid's history of the Virginian. By the way, that's a great book. Another plate I like very much came from the International Railways of Central America, from engine 61, an outside-frame, narrow gage Consolidation that used to trundle mixed trains over the line.'

Bob collects on a regional basis. That is, he wants a plate from each major road that operated in the Southeast. Any builder will do. Right now he is looking for the L&N, the Seaboard, and the Georgia or the Atlanta & West Point.

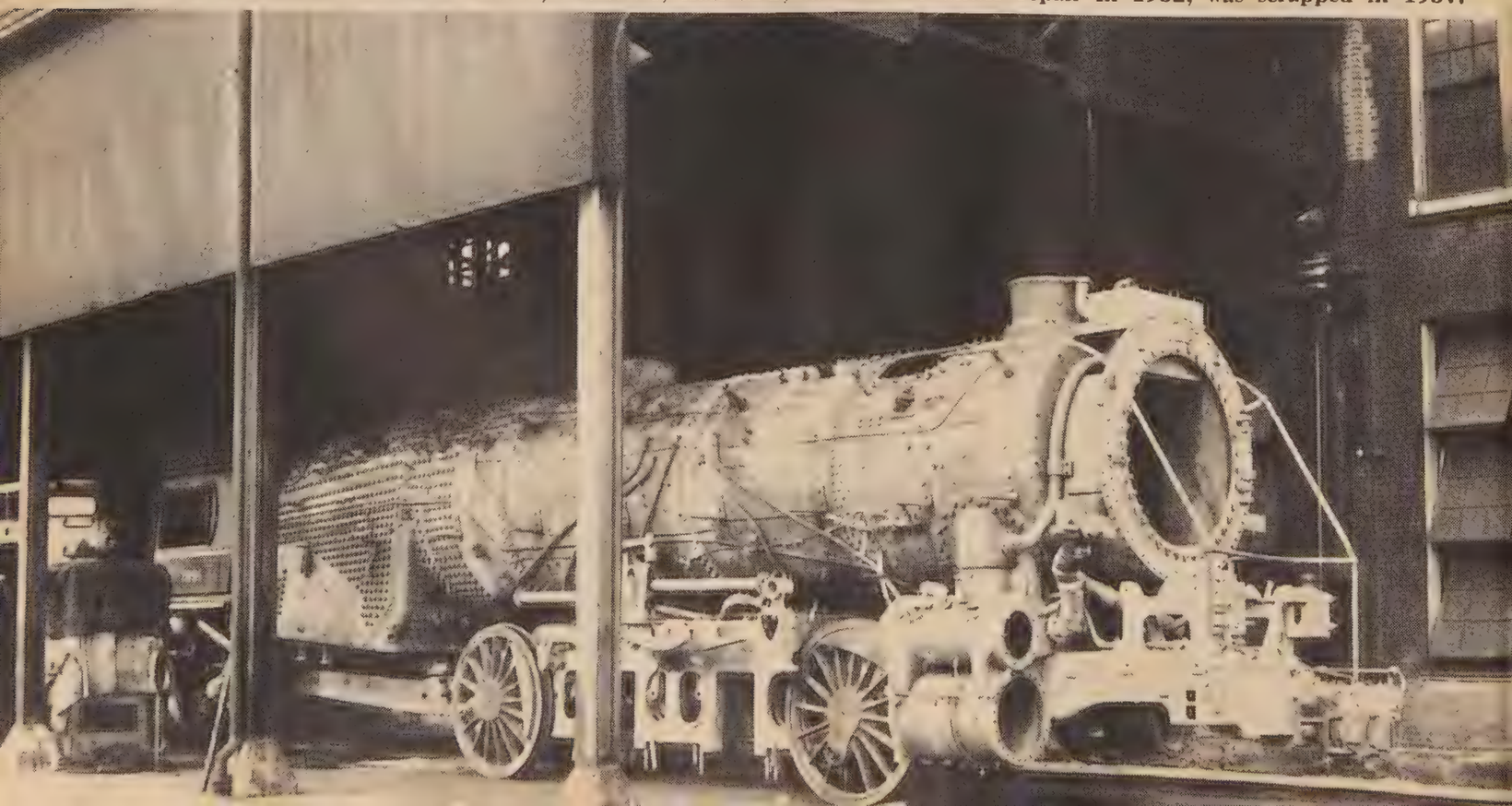
"My father was a railfan of long standing and led me into this hobby," Bob tells us. "Actually, I collect plates as a sideline. My main hobby is model railroading."

He keeps an accurate record of all his transactions and right now has five plates to trade. Meanwhile, he is modeling the Marietta & North Georgia (now a part of the L&N) in 0 gage. Further north, J. W. Swanberg, Taunton Lane, Newton, Conn. 06470, has eyed builders plates ever since he began chasing steam engines in the early 1950's.

"I didn't do much about it until around 1956," he admits. "That was when I obtained a plate from one of the New Haven's class EP-2 electrics, a Baldwin-Westinghouse. With that as a starter, I wrote to many railroads and in many cases 'struck it rich.' At that time wholesale scrapping had begun. The period was a bonanza for collectors. I began trading with fellow hobbyists while studying at the University of Madrid in 1959-'60. I picked up plates from Spain, England, Germany, France and other European countries.

Photograph by John B. Fravert

The last steam locomotive built for L&N, No. 1991, class M-1, shown here under repair in 1952, was scrapped in 1957.



These plates belong to Carl Newman, pictured with his daughter, Margaret.

"My oldest plate came from a Spanish National Railways 0-6-0 built by Schneider & Cie in 1864, construction No. 832. My newest belonged to the British Railways, decapod No. 92108, built in 1956 at Crewe."

Jack was editor of the *Plate Collector's Directory* in 1961-'62. His collections of 216 items includes 169 builder's plates and 47 number plates. He particularly favors the custom-styled builders' plates that also include the locomotive class.

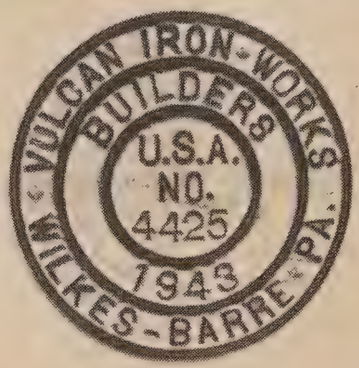
"The Pennsy was the most notable example of this," he points out. "But the N&W, B&O, Canadian Pacific, and Kansas City Southern also had plates of this type. The New Haven used such plates on its I-1 Pacifics, .G-4-a ten-wheelers, and K-1 Moguls. The last-named is one I *don't* have. I'd give a lot for one of those."

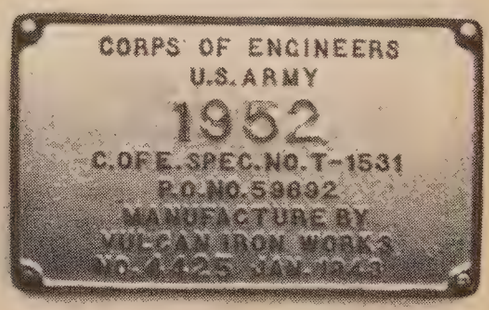
For years Jack fired on the New Haven. Today he is a trainee under the New York Central's operating management program, on assignments all over the system. Another hobbyist, Willis C. Hendrick, 3949 Lees Avenue, Long Beach, Calif., got the plate-collecting bug in 1950 when he saw an unusual SP Mallet, No. 3930, in a scrap yard. Later he traded photos of that engine for the Alco plate. He now has 58 plates mounted on pegboards in a hobby room shared with his son's HO model layout. His prize specimen is No. 21, a five-sided Baldwin extra-order plate from Shaffer Bros. Logging Company.

"Carl Newman found this one for me while vacationing in Washington State," he explains. "I collect mainly steam—loggers, mining, and shortlines, although I also have a plate from the SP's third diesel, Each plate tells a story. For instance, the nine-inch Baldwin is a common garden variety, but mine emanated from the 2-8-8-2 Mallet built for the old narrow-gage Uintah Railway in Colorado. She later became Sumpter Valley No, 250 in Oregon, then went to the International Railways of Central America."

The collection of Colonel C. B, McCoid, containing 260 pieces, is currently at a standstill, as he is serving in Vietnam. You can see some excellent plates in railroad museums, but not in Edwin P. Alexander's at Yardley, Pa., which has a few but is now closed. Ed is a modelbuilder and author. Last April this magazine reviewed his *Collector's Book of the Locomotive*. The Kentucky Railway Museum at Louisville has a small but interesting lot of locomotive plates, and there are group collections elsewhere.

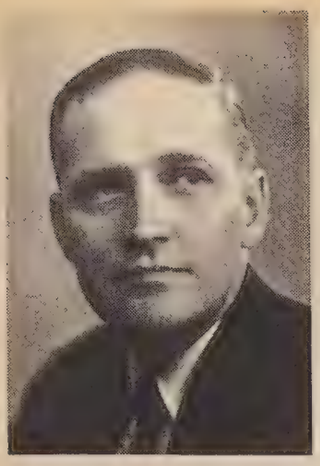
Of the 180,000 and more steam locomotives that Americans built over the years, many plates may yet be found. At least, Carl Newman thinks so. Carl plans to retire next year and travel around the world looking for steam engines with builder's plates intact.





Then too, the first generation of diesels is now being retired. This makes available a whole new series of plates to be acquired, cleaned, polished or painted, and proudly displayed as a hallmark of the wonderful world of railroad motive power. ●

J. W. Swanberg, Newtown, Conn., has numerous Pennsy plates. He painted them shiny black with raised polished black on silver lettering and mounted them on Tuscan red display board.



Interesting Railfans No. 58

STEPHEN D. MAGUIRE

by Freeman Hubbard

THE GIRL and boy who eventually became Steve Maguire's parents met for the first time on the white sandy beach of Ocean Grove, a tented camp-meeting ground in New Jersey; and Steve has spent most of his life in that general area.

By an odd coincidence, my own mother and father likewise met there for the first time. As a child I enjoyed many vacations at Ocean Grove, romping in the surf, eating snacks in the pavilion where Steve worked as a locker boy, boating on the two lakes that border the resort, promenading the boardwalk, and attending services in the vast wooden Auditorium, with its pipe organ reputed to be the world's largest, outside of which Steve sold hymnals.

In those carefree days I must have seen Steve Maguire often, without knowing him. No crystal ball told either of us that in future years I would edit *Railroad Magazine* and he would run its *Transit Topics* department. But we both watched with eager interest—and occasionally rode—the open trolleys and puffing steam trains that served but never entered Ocean Grove. Those cars and trains helped to make us both what we are today.

Steve had no railroading heritage. What he now possesses in that field he picked up on his own. Born in Jersey City on December 2, 1911, he is the son of John S. Maguire, now a retired advertisement salesman living in California. His interest in rail operation can be traced back to a cold December day in 1915. Little Stephen and his parents were out for a stroll near their home in New York City when they passed a heavy, miniature, steam locomotive displayed in a toy-store window, and the lad squealed with delight.

"The sight enchanted me," Steve recalls, "and on Christmas morning a few days later I was surprised and excited to find it under our well-trimmed family tree with my other gifts. After that I grew more and more interested in streetcars and steam power. During the winter of 1917-'18 when we lived in Yonkers, N.Y., I watched them pass our apartment and got the habit of picking up and saving all the trolley transfers I saw on the sidewalk.

"From Yonkers we moved to the Jersey coast. For 25 years I lived at Ocean Grove each summer and in the adjoining town of Bradley Beach each winter. While attending high school I spent much time in and around the car barns at Allenhurst, N.J., just looking at the cars. I regret having been too young to get a job on them until they were gone in 1931.

"Meanwhile, my parents had separated and I lived with my mother. In the late '20's my father would make infrequent visits from his home in Winnetka, Ill., to see me and take me on

Northwestern Pacific engine No. 109 hauls a train made up of interurban passenger cars from the road's electrified division. The occasion was a fan trip to the Tiburon Peninsula with steam power in 1941.
Collection of Steve Maguire

trips, usually in open cars of the Coast Cities Railway. At Atlantic City in 1926 I caught my first view of the interurban trains to Ocean City, which at my urging we had to ride. On other journeys we traveled still further, rode Philadelphia cars and so on, and in 1928 I spent a happy week with my father in Winnetka. Imagine my joy at seeing North Shore interurban trains running right outside my bedroom window there! We went to Milwaukee and on our way back we saw Aurora, Elgin & Fox River cars operating down the main street of Elgin, Illinois. At that time, of course, I never dreamed that 35 years or so later I'd actually run one of those cars myself, as I now do occasionally on the Columbia Park & Southwestern."

Of the many articles Steve has written for this magazine, the most popular one covered the CP&SW, known as "Trolleyville U.S.A.," in our Oct. '66 issue, beginning with these words. "Now and then when I feel the need of a change I go out to North Olmsted, Ohio, to visit my friend Gerald E. Brookins."

That operating museum near Cleveland is one of Steve's favorite haunts. His wife, the former Miss Pearl Newman, slender, green-eyed, and black-haired, who considers herself somewhat of a "trolley widow," can't explain why trolleys and car barns fascinate her husband. "I should sue them for alienation of affection," she grins. "It seems that every day the weather is fine Steve threatens to go to North Olmsted."

Matter of fact, Steve is visiting Jerry Brookins right now as I write this piece. No doubt he is at the controls of a big steel interurban car; and tonight, likely as not, he'll be seated at the console of the great Wurlitzer pipe organ in Jerry's swanky Lamplighter Club, at the end of track, providing high-quality music for the dinner guests.

Steve's hobby takes him all over the country, including (left) Charleroi, Pa., to see Pittsburgh Ry. 1614, and (right) Milwaukee and the CNS&M *Electroliner*.

Steve belongs to the Musician's Union. When he was a small lad, his mother made him take piano lessons and saw to it that he practiced—classical music, of course. Later he became interested in girls, forgot about classical music, and played his first popular tune, *Yearning, Just for You*, in 1925. He used to "tickle the ivories" at night spots. Betty Tone, the artist whom Steve introduced to me years ago and who painted several covers for *Railroad Magazine*, including last June's, recalls that when the North Jersey Chapter of the National Railway Historical Society met in a room at the Jersey Central Terminal in Steve's native city, he would entertain the members by playing the piano before their meetings. More than once, according to Andrew W. Maginnis of Philadelphia, who has often toured trolley lines with him, "Steve's talent at the keys has transformed a quiet gathering into a much more enjoyable affair."

Steve became familiar with *Railway Age* even before he was old enough to read, due to his father's being in the advertising business, and with various electric traction magazines later on. But he did not see *Railroad Magazine* until 1935, when he bought his first copy to read an article on locomotive-picture stamps, one of the forms of philately in which he was, and still is, interested. He found *Railroad* so appealing that he never again missed an issue of it.

Our subject has three collegiate degrees: A.B. in Liberal Arts from Rutgers, M.A. in Government and Political Science from Columbia University, and the even more important Doctor of Jurisprudence from New York University Law School. After being admitted to the bar in New Jersey, he hired out as a claim agent for the New York, Ontario & Western and the New York, Susquehanna & Western railroads,

Photograph by Stephen D. Maguire

One of S.D.M.'s jobs as claim agent for the New York, Ontario & Western was in connection with the fire which destroyed these cars in a tunnel in 1941.

The Maguires occupied this spacious summer home at 61 Broadway in Ocean Grove, New Jersey, when Steve was eleven. (Left) Steve's bride, Pearl, as she looked in February, 1940, a few days after the wedding. The scene is Singer Island, near Palm Beach, Florida, showing the SS *Manhattan*, which was grounded by a storm.
Both photographs by Stephen D. Maguire

living for a while at Middletown, N.Y.

"It was fun working for the 'Old & Weary,' an antiquated company with Camelback engines and a payroll so short that you were never sure they'd have money enough to pay your next check," Steve remembers. "In 1942 I took a similar job on the Erie and was promoted to district claim agent in 1945, but left that road before it merged with the Lackawanna. For the past 20 years I have been sitting in municipal courts, first as acting judge, then as judge since 1948. I am presently in the municipal courts of Belmar and Avon, N.J., and living in Belmar, three miles south of Ocean Grove."

One night a few years ago, while driving his Buick in South Belmar, he saw a man being mugged by three others. Stopping instantly, he rushed over to help the victim. As he did so, the assailants fled in their own car. Steve chased them for a mile or so, until they got away; but he gave their license number and a description of the automobile to a police captain. The men were arrested and appeared before Steve the next day on robbery charges. Eventually two were jailed.

"To the railfan, he is Steve Maguire," comments E. Jay Quinby, founder and honorary president of the Electric Railroaders Association, "but when he presides on the bench he is the honorable Stephen D. Maguire, dispensing justice in cases which may involve anything from breaking the speed limit to breaking the bonds of matrimony."

But for him, being a judge and a transit editor are part-time jobs. Admitted to the New Jersey bar in 1939, he daily practices law in his Asbury Park office.

When Steve was a railroad claim agent he dealt with accidents to passengers and others on railroad property but did not handle cases involving lost or damaged freight shipments. The accident is reported immediately to a claim agent. He must go out at once and investigate. After learning the facts and talking with everyone who knows about it, he must contact the injured person or the owner of damaged property and try to make an adjustment without litigation or an attorney's advice. If the accident is very bad, a claim agent may be taken from his own area to work in the division which has more claims than the officers there can handle.

"The work is interesting," Steve tells me, "since you never know what will happen next, and each case is different. However, the job is gruesome when you have to view the dead or pieces of their bodies—tragedies which unfortunately happen sometimes to trains running at high speed.

"Probably the saddest experience in my life was the death of two girls on a grade crossing near Little Falls, N.J., on the NYS&W in 1942. I had to go to Scranton, Pa., to contact their bereaved parents and explain the railroad's viewpoint as sympathetically as I could. Both parents were in poor health. The two victims, aged 21 and 23, had been their only offspring. Said the father: 'I might have thought I'd lose one of the kids, but not both at the same time.' The fact that his family, like mine, had often gone to Asbury Park (adjoining Ocean Grove) in the summers did not make the situation easier for me."

(Your author can understand how Steve must have felt. Once when I was a reporter on a Philadelphia daily paper, in the days before the Federal Government sent telegrams to the next of kin of service men killed in war, I had the painful assignment of visiting a young woman and breaking the grim news to her that she was a widow.)

"About two years later," Steve goes on, "I was working for the Erie in New Jersey. Seven-year-old Mary Drury, on her way home from a store after buying ice cream for her birthday, had started to cross the Erie tracks when a freight engine struck her, cutting off both legs at the thighs! This horrible accident I had to investigate. A Newark newspaper collected $12,000 in donations for Mary, but I had to tell her lawyer there was no liability on the part of the railroad, and he realized it. I believe the Erie eventually gave her $8,500, however, in settling the case.

"An almost unbelievable aftermath of this tragedy occurred about two years ago, after I had become a magistrate. I received a letter from a girl who had been given a ticket for traffic violation but had ignored it, and who had been notified to appear in court. The writer said that because she was a

double amputee she had a Motor Vehicle Permit to park without putting additional money into the meter—the offense she'd been charged with. I recognized her name, Mary Drury, and was glad to dismiss the complaint."

In 1941 an Old & Weary train caught fire in the Wurtzboro tunnel and two wooden cars were totally destroyed. Assigned to the case, Steve Maguire spent two weeks in New York chasing down persons claiming to have lost expensive items such as cameras, etc., during which time, while off duty, he managed to shoot some nice photos of trolley cars for his growing collection.

After leaving the railroad in 1946, he had in mind to write an article for us on claim agents, which he would have called "The Forgotten Men of Railroading" because the subject was one he had never seen covered in any magazine, but for some reason he never wrote it. He says that on many occasions when claim men had to investigate the Operating Department of a railroad their findings disagreed with the department's verdict.

On March 1, 1941, Steve was going to attend a railroad claim agents' meeting in Atlantic City but a blizzard stranded him overnight and the next day; so he spent the time taking pictures of snowbound trolleys and interurbans in the city. Some of these views, which are quite good, appeared later in *Railroad Magazine*.

"A great many oddball claims are made against transportation companies," he tells me. "One, for example, when I was with the Erie, alleged that a cat had bitten a passenger who stepped on its tail in the New York ferry house. Other peculiar claims asserted that a horse had bitten an inoffensive passer-by on a New York dock and that a yellowjacket from a hive near the Erie station at Orange, N.J., had stung a train-rider. I don't think those claims were ever paid."

Andy Maginnis remarks that sometimes on picture-taking jaunts Steve would awake with an account of a nightmare that had harrassed his sleep. In one case he had seemed to be on a long-defunct car line with choice equipment on display, only to discover that his camera was left behind or wouldn't work or that he was without film. Andy recalls also a time in Mason City, Iowa, when Steve advised the local traction company of the availability of some second-hand locomotives, which they needed and later acquired as a result of his tip and are now operating. "I was with him on that trip," Andy adds.

Much of our transit editor's spare time is spent on volunteer labor at the Pine Creek Railroad in New Jersey, or at Trolleyville U.S.A. in Ohio, where, he says, "running the trolleys is fun for a frustrated motorman like myself."

As Jerry Brookins puts it: "He drives straight here from Belmar in about eight hours, mostly alone. Regardless of the circumstances, he visits us occasionally to help us out, and we appreciate it. On a recent occasion he served as a conductor, motorman, gandy dancer, litter cleaner-upper, and track-curve greaser. The greasing chore made him quite dirty. This evoked a little ribbing from the boys. Steve countered good-naturedly with his inimitable pet expression, 'O-o-oh, please!'

"After a hard day's work by choice, he changes quickly, becoming an *active* participant, including pianist, at the party, if a party is going on—and there often is one at our home. As a former professional musician myself, I will say that Steve plays the piano with finesse. Request almost any tune, an 'oldie' or otherwise, classic or hill-billy, and he will play it, for he has an amazing repertoire.

August 10, 1952: Steve Maguire in front end of car 739 of West Penn Rys., stopped on bridge over the Penna. Turnpike on last run, day after abandonment.

"I've marveled at how Steve is able, amid a conversation and while there is soft background music, to mention (in hardly more than a whisper) the name of the tune being played, the year of its publication, and the title of the show, if any, which first featured it, even shows back in the 1920's."

Steve used to play touch football, and still enjoys watching football, notably with the Cleveland Browns, on TV. For many years he enjoyed duplicate tournament bridge, becoming a national master, but gave it up in 1960. He collects postage stamps, especially railroad stamps, and likes to browse through antique stores in search of picture postcards showing steam power, trolleys, or old depots, also ancient toy trains and streetcars.

But he never hunts or fishes. Hunting,

Photograph by Stephen D. Maguire

Twenty-one years ago, equipment from a New York Elevated Railroad operated on the Key System's shipyard line. We see two of those cars at Richmond, California.

William Rette was the 100,000th passenger on the Pine Creek, so Steve honored him with a cap while family stood by. Brother asked if Bill was now real engineer.
W. Andrew Morrison, Millington, N.J.

Photograph by Stephen D. Maguire

This 1946 shot recalls the good old days of the Pacific Electric Railway. Here an express run, No. 1438, is overtaking a two-car train on the Los Angeles-Burbank line in Glendale, California.

he points out, is cruel. Being a judge, he is not allowed by law to be active in politics, but as he matured over the years he has swung from conservative to liberal thinking. Steve is one inch taller than six feet, has friendly gray eyes that don't need glasses—which is unusual for a man his age—and has a receding hairline, but not gray hair. A sweep-over brush-comb covers his bald spot, and when the wind blows it in the wrong direction the effect is slightly embarrassing. Steve is erect, jaunty, youthful-looking, agile, and weighs about 185. You'd probably size him up as a man in his middle forties.

"My main health interest," he says, "is keeping my weight down. I haven't eaten breakfast since my college days, and I haven't smoked at all in the past 25 years."

Steve is noticeably tanned from the outside work he does for trolley museums; this activity keeps him from getting soft. His muscles are firm, his eyes bright. He is a "night person"—that is, more alert after darkness than in the early morning. As a rule, he goes to bed late and arises long after sunrise. Invariably punctual, he gets his *Railroad Magazine* department to me every month well in advance of deadline. I have never known him to be sick, to lose his temper, or to be unreasonable. His calm demeanor must have a lot to do with his good health and youthfulness. Among his "pet peeves" are careless highway driving, the stinking exhaust from buses, and religious intolerance.

Although Steve was born and raised in a deeply religious Protestant family and has spent numerous vacations at Ocean Grove—a pretty "model" village governed so strictly by Methodist churchmen that no automobile is allowed on the streets on Sunday, not even if it is parked—he was influenced by his college education, particularly by his courses in comparative religion and philosophy, to do some independent thinking. (Whew, what a long sentence!) As a result, he broke away from orthodoxy in 1934 and joined the liberal Rosicrucian Order (AMORC), which has often been advertised in *Railroad Magazine*. This order, he maintains, provides more understandable answers to religious and philosophical questions than he had ever found in a church. His wife, Pearl, also is a Rosicrucian (and so is my own wife, Naomi).

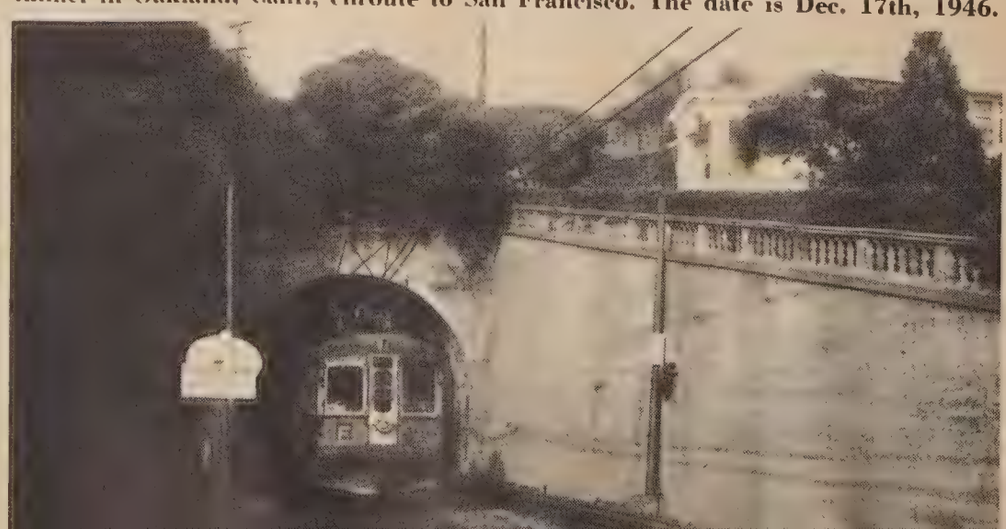
Pearl has a gracious personality. Oddly enough, she and Steve went to Asbury Park High School at the same time, in 1928, but did not meet until 1939, after Steve had matriculated at Rutgers. A mutual friend introduced them at the joint Asbury Park-Ocean Grove railroad station. The Maguires have two daughters: Kathie, 21, and Elsa, 24, and two grandchildren from Elsa.

Says Pearl: "Steve collects so many parts of old streetcars that our house has become a storage place for them." Apropos of this, Kenneth Dalecki wrote in the *Asbury Park Evening Press*: "When Magistrate Stephen D. Maguire steps into his attic, he enters a kind of museum of the trolley-car era. Mr. Maguire keeps in his attic at 1411 River Road, Belmar, N.J. 10779, what ever he can of his trolley car relics.

" 'Look at this,' he said as he dipped into a pile of metal objects and held up a heavy, tarnished, brass wheel. The wheel, which had grooves cut into it, once rolled along a trolley's overhead electric power line. It is a special wheel, Mr. Maguire explained. Its grooves once cut sleet off lines in winter. His explanation was an example of his knowledge and affection for trolleys.

Photograph from Stephen D. Maguire

Key System car 107 plunges into daylight after passing through the Thousand Oaks tunnel in Oakland, Calif., enroute to San Francisco. The date is Dec. 17th, 1946.



Steve took this photograph of the impressive ITS headquarters doorway before the rail system was abandoned.

"A tall, ruddy, quick-talking man, Mr. Maguire reached over other relics to a 60-pound trolley bell he had found in Atlantic City. The temptation to give it one more *clang* overcame fears of mussing his dark suit on the dusty floor . . . He continued to rummage through his relics, which include big trolley headlights, starting switches, handles, bells, running lights, a trolleyman's hat, and a ticket stamper. On top of a long trunk were several rolls of what looked like window shades. 'These are destination signs,' he said. . . .

"Downstairs is a high narrow filing cabinet filled with thousands of pictures, negatives, and slides of trolleys from all over the world. 'I think I have a picture of every type of trolley ever built,' he said . . . Whenever a trolley line in the East closed, Mr. Maguire said he was probably there to salvage what he could. A look into his attic bears that out."

Steve doesn't regularly attend any church, but one of his best friends is the Rev. Blanchard D. Romaine, Jr., of Belmar's First Presbyterian Church, who pays tribute to his interest in community affairs. "He can usually be found at such functions as the fire chief's annual dinner, dedication services, Memorial Day functions, parades, etc.," the pastor writes, "and I have served with him for years on the town's Juvenile Conference Committee. Steve also enjoys the fellowship of our Service Club and likes to collect the extra pats of butter at the table to polish off additional rolls."

Judging from his last name, you might think our transit editor is Irish. Actually, his ancestral stock is English, Dutch, German, and French—no Irish that he knows of. Some fans misspell his name "McGuire," and so he lists that name, in addition to his own, in the local telephone book to assist strangers in getting in touch with him. We don't know of anyone else who has that kind of dual listing in a phone book.

Our subject's main interests are electric and steam traction. He belongs to the NRHS; the ERA (honorary member); the Texas ERA (honorary member); New Jersey Museum of Transportation (trustee), which runs the Pine Creek steam railroad in the state park at Allaire, N.J.; the Light Railway Transport League (British); the Seashore Trolley Museum (honorary member); and the Central Electric Railfans Association. No other member of our staff belongs to so many organizations.

Besides handling *Railroad's* transit department, which he himself instituted in 1943, thereby winning a great many new friends for the magazine, Steve assisted in the preparation of several NRHS *Bulletins*, helped to obtain material for CERA *Bulletins*, and was technical editor of a 250-page book, *Trolley Car Treasury*, a popular work.

Says Jay Quinby, grandaddy of the juicefan movement: "Steve Maguire is happy when he is running a trolley car over the CP&SW, the Seashore Electric, the Connecticut Valley, or the Branford Electric Railway. He is probably the best qualified operator in all Electric Railfandom. My friend enjoys piloting an ancient 'Toonerville' relic through the picturesque woods of Kennebunkport, Maine, just as much as he does running a swift streamliner over the Ohio Railway Museum line.

"The last-named outfit has both steam and electric equipment. Steve is keen on both; and you might see him riding the sooty cab of a big coalburning locomotive with Nelson Blount, roaring through the Vermont hills over the old Rutland Railroad tracks. On his travels, Steve's amiability, his wide acquaintance with railfans, and his expert knowledge of electric lines gain him easy access to behind-the-scenes activities which provide information and pictures for readers of his department.

" 'Here comes Steve!' is the magic announcement that assures any gathering of electric *aficionados* that they are about to learn the latest word on an extension of a rapid transit line or an acquisition of modern MU cars by some busy commuter railroad. A goodly number of *Railroad Magazine* readers open their newly-arrived copy and turn at once to *Transit Topics* to scan Steve's news and comments, and then at leisure they will absorb the rest of the issue." ●

Steve likes trestle shots and went to Ontario, Canada, to get this one on the Niagara, St. Catherine's & Toronto Ry.

Information Booth

ASK BARBARA: **Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No replies are sent by mail.**

1 ***Your Japanese "honeymoon express" photo last month caught my eye. Tell me more about those trains.***

Yes, indeed! Only young couples, presumed to be newlyweds, are accepted as passengers. The most tactful conductors are assigned to those runs. Lights are switched out at night three hours earlier than on other trains, to facilitate lovemaking. Each traveler is given a souvenir ticket etched with a gold crane, traditional symbol of good luck. Cozy seats side by side are provided instead of the single bunks you find on most Japanese sleeper trains. The bride-and-groom specials make many trips each spring, the favorite mating season, between Lyoto and Beppu, a beautiful hot springs resort in southern Japan.

2 ***Is there any basis for the rumor that the Santa Fe Railway will run steam trains in New Mexico between Albuquerque and Santa Fe?***

No. Albuquerque Chamber of Commerce tried recently to sponsor such a move, but the Santa Fe said it had no steam engines available nor facilities for servicing them.

3 ***Tell me, what is a unit train?***

Basically it is a "through" freight express loaded with a single large shipment at the point of origin and sent to its destination without handling at intermediate freight classification yards. The train then goes back to its home terminal and is made ready for another trip. Besides increasing railroad revenue, this modern application of mass-production economies serves the shippers by saving time and helping to keep down average freight rates.

4 ***Do the railroads pay commissions to travel agents?***

"Ordinarily, no but there are exceptions," replies New York travel agent Al Franck. whom we asked. "To get commissions, you must belong to the Rail Travel Promotion Agency, which has headquarters in Chicago. Until quite recently, RTPA membership cost too much for all but the largest and busiest agencies. Now, the fee is cut sharply, but small agencies get so few requests for rail tours that it still wouldn't pay for them to join the RTPA. However, they can get around this obstacle by placing a rail-tour request with an agency which is a member of RTPA, usually a wholesaler—provided it is a package tour embodying some meals, lodgings, sightseeing, etc., plus fare.

"Under New York State's general business law, article 10, which requires a. .ual licensing at the rate of $50, a travel agent may exact a fee of $1 per ticket. But I know of no travel agent who is licensed under this law. None, to my knowledge, complies with the requirement that a copy of the law be posted prominently in his office.

"Domestic railroads will pay commissions directly to travel agents but *only on the tour portion* of the trip. To get a fee on the transportation, you must be an RTPA member. European railways in general pay commissions on tickets issued to travelers through their domestic offices. Some of them—the French National, for example—will issue tickets over the lines of other countries as well as their own. But you'd be astonished to learn how hard it is to persuade most tourists to use the rails. Too many harbor the notion that 'the way to see the country' is by bus."

5 ***Why hasn't Sy Reich been included in Railroad's series of "Interesting Railfans"?***

He is No. 59, coming next month.

6 ***How is the horsepower of a diesel locomotive determined?***

The rated hp of a domestic diesel is the shaft hp built into the traction motors, but hp at the rail may be 15 percent less than that.

7 ***Tell me the story behind the old poem about Essex Junction.***

The poem is entitled "The Lay of the Lost Traveler." Back in the 1880's residents of Burlington, Vt. and nearby Montpelier were up in arms over the fact the Central of Vermont Railway, with fine impartiality, served neither. It ran smack between them through Essex Junction and Montpelier Junction, where local "shuttle" trains from Burlington, the state's largest city, and Montpelier, the state capital, left or picked up main-line train passengers.

One such patron was Edward John Phelps, comptroller of the currency under President Millard Fillmore and later minister to England, who left Burlington for Boston one day.

His train arrived at Essex Junction and Mr. Phelps disembarked to await the arrival of the main-line train for Boston. The usual shifting of trains and cars took place. After long delay he boarded what he thought was the Boston train, only to find himself back in Burlington a few minutes later!

His dignity ruffled, he then composed one of Vermont's most famous poems, but one that, obviously, never became popular in Essex Junction. Here it is:

With saddened face and battered hat
And eye that told of blank despair,
On wooden bench the traveller sat,
Cursing the fate that brought him there.
"Nine hours," he cried, "we've lingered here
With thoughts intent on distant homes,
Waiting for that delusive train
That, always coming, never comes,
Till weary, worn,
Distressed, forlorn,
And paralyzed in every function!
I hope in hell
His soul may dwell
Who first invented Essex Junction!

"I've travelled east, I've travelled west
Over mountain, valley, plain and river;

Built by Canadian Pacific in 1910, this 4-6-4T, class T2a, was No. 1992, renumbered 5992 in 1912, used mostly on commuter runs. Cylinders 20x26″, drivers 63″, weight 236,000 lbs. Another CP loco had same dimensions: No. 1991, also built in 1910, renumbered 5991. A third with same dimensions was No. 1993, built in 1912, renumbered 5993. All 3 were scrapped in 1934. Photo taken at Point Fortune, Que., on now-abandoned branch.

Collection of Roger Boisvert, 2231 2nd Ave., Trois-Rivieres, Que,., Canada

Midst whirlwind's wrath and tempest's blast,
Through railroad's crash and steamboat's shiver
And faith and courage faltered not,
Nor strength gave way nor hope was shaken,
Until I reached this dismal spot,
Of man accursed, of God forsaken!
Where strange, new forms of misery
Assail men's souls without compunction,
And I hope in hell
His soul may dwell
Who first invented Essex Junction!

"Here Boston waits for Ogdensburg
And Ogdensburg for Montreal,
And late New York tarrieth
And Saratoga hindereth all!
From far Atlantic's wave-swept bays
To Mississippi's turbid tide
All accidents, mishaps, delays,
Are gathered here, and multiplied!
Oh! fellow man, avoid this spot
As you would plague or Peter Funk shun!
And I hope in hell
His soul may dwell
Who first invented Essex Junction!

"And long and late conductors tell
Of trains delayed or late or slow,
Till e'en the very engine's bell
Takes up the cry, 'No go! No go!'
Oh! let me from this hole depart
By any route, so't be a long one,"
He cried, with madness in his heart,
And jumped aboard a train — the wrong one.
And as he vanished in the smoke
He shouted with redoubled unction:
"I hope in hell
His soul may dwell
Who first invented Essex Junction!"

8 ***Which railroad was called the Mason and Dixon Line?***

None. The Mason and Dixon Line was not a railroad but was the Pennsylvania-Maryland boundary line that separated the free states from the slave-holding states prior to the Civil War. Although it is commonly spoken of as distinguishing the "North" from the "South," east of the Ohio River, such was not the case. Maryland never seceded from the Union—in fact, was the only slave-holding state to remain in it. Charles Mason and Jeremiah Dixon made the survey that perpetuated their names. Maybe you had in mind the old "Dixie Line," the Nashville, Chattanooga & St. Louis Railway (now part of the Louisville & Nashville).

Another question sometimes comes up: "What was the underground railroad of pre-Civil War days?" That, too, was not a railroad. It was a secret method of escape for runaway slaves heading north. Pennsylvania Quakers penetrating the South helped runaways across the Mason and Dixon Line and gave them shelter and jobs. Many slaves found ultimate refuge in Canada.

9 ***How many new employes have U.S. railroads hired in the past two years?***

We don't know. But latest available figures show nearly 74,000 hired in 1965. Eighteen roads, each taking on 1,000 or more new men and women, accounted for two-thirds of the total. Youth is in the saddle. Almost 70 percent of the new hirees were under age 24. Most of the total went into maintenance, clerical, station and platform, and brakeman work.

The figures also show a larger turnover. Of the 52,000 hired in 1962, only 31 percent still showed service in 1965. Only 39 percent of the 68,000 taken on in 1963 were still around in 1965. And only 59 percent of the 74,000 hired in 1964 were still on the roads by 1966.

Running Extra

A Louisville & Nashville retiree has a few drinking cups used by steam locomotive engineers long ago. Does any old hogger remember using such cups?

Info. on the old Portage RR. in Penna. and on canal companies in that state which went into the railroad business wanted by Bob Wilson, Historical RR. Library, 12782 St. James Drive, Mantua, Ohio 44255. He also seeks details on the NY & Penna., the Cumberland & Penna., and the present-day Wanamaker, Kempton & Southern.

Answering a question in our August issue, Larry Marnes, D. F. Hibbard,

William Church, Robert Kerker, and H. O. Preble tell us that the letters Y and R written after the order form numbers in train orders specify the purpose for which the order was put out. Orders designated 19Y are used to protect men engaged in track work. An example would be: "Men working 7:30 a.m. to 5:30 p.m. between mileage 12 and mileage 12.5. All trains will be governed by flagmen stationed at those points."

Orders designated 19R are used to provide for movement against the current of traffic when there are two or more tracks. An example would be: "Train number 1 has right over opposing trains on eastward track between Forestville and Clinton."

Many other letter designations are on "19" orders. Each letter indicates a single purpose for a given order. That is to say, it restricts the use of regular "19" and indicates a special order.

"Both the Canadian National and Canadian Pacific use 19Y and 19R orders," writes Mr. Preble. "The CN, has a 3-position train-order board showing green, then yellow, then red. A 19Y (for yellow) means the order can be picked up on the fly, while a 19R (for red) means the train must stop and pick up the order. Otherwise, it's just the same as a regular '19' order and does not have to be signed for.

"On the Maine Central, for which I work as an operator, if the '19' is not restrictive we display a yellow flag, with a red order board, and the train can pick up the order on the fly. If the '19' is restrictive, we just display the red order board so that the train will stop and pick up the order. The dispatcher can tell us to use yellow, even with a restrictive order, so long as we are not in the last open train-order office to the point where the restriction takes place."

Mr. Hibbard, an operator on CB&Q Lines East, writes: "In our rule book, form R is a double-track form (and is given as form D-R) providing for a movement against the current of traffic. Form Y is a 'maintenance of way conditional stop' (an order that relieves section workers from flagging while working on the main line)."

A letter printed in *La Prensa*, a Buenos Aires newspaper, complained that the writer had to pay a stand-in nearly $8 to wait in line and buy him a train ticket. The price didn't annoy him so much as the fact that it took his agent nearly 24 hours to get to the ticket window! The stand-in carried his own lunch and munched it while standing in line but someone else had to hold his place when he went to the men's room. The only sleep he had during that long period consisted of dozing briefly now and then on his feet.

Information about the Le Chatelier cylinder water brake comes from Wayne P. Ellis of Radnor, Pa., quoting from a book by A. W. Bruce, *The Steam Locomotive in America.*

Cylinder compression brakes were much used prior to perhaps 1900. Atmospheric air as a compressive medium was at first often used, but owing to its heating tendency and the sucking in of cinders and hot gases from the smokebox, it was soon discarded in favor of steam vapor.

The Le Chatelier water brake was perhaps the best known of these brakes and was applied to many engines operating on heavy grades. This brake consisted of a globe regulating valve in a pipe line that admitted hot water from the boiler to the exhaust passages of the cylinders.

There it immediately formed a heavy vapor which was drawn into the cylinders by the suction of the pistons. The reverse levers, which had been set in midposition, was now gradually moved into back gear until the desired braking power was obtained.

Grimshaw's *Locomotive Catechism* (1908 edition) says that Le Chatelier proposed to employ the counter pressure of the steam by closing the blast pipe and connecting the exhaust port by a branch pipe with the steam and water space of the boiler, so that controllable quantities of steam and water, instead of air, smoke and cinders, enter the cylinders while the pistons are in motion.

Unanswerable Letters

Among our pet frustrations are the items that some correspondents send us for use in *Running Extra* but without mentioning their addresses. For example, a note from Dr. Keith Criswell (postmarked Culver City, Calif.). Keith says *Railroad Magazine* published a request of his (he doesn't mention when or on which page), the response to which was "terrific," and he wants us to print a more explanatory version of that same request. We'd gladly do so, but we don't know his address.

Every year this department alone gets thousands of pieces of mail and we make no effort to keep a list of all the people who write to us. Occasionally the *Railroad* staff gets unsigned letters, cards, and pix, some of which require acknowledgment—but how do you answer an unsigned letter?

On rare occasions a letter has the signature written so poorly that we can't decipher it. In such cases, if it has to be answered, we clip out the signature, paste it on an envelope, type the address beneath, and mail it.

One man sent an order to our Book Service, enclosing a check but failing to state his address. We held the check, hoping he'd write again soon to ask why the book hadn't arrived. About two months later he sent us an irate letter, cancelling the order. He said we were crooks; he had stopped payment on his check, bought a copy of the book elsewhere, and was telling all his friends how lousy our Book Service is!

One thing more: no matter whom you write to, use your zip code. It expedites mail and helps to ensure its safe delivery. ●

Coming Events

Sept. 9: Zip Trip by New England Div. of Railroad Enthusiasts visits Warehouse Point trolley museum in Conn. Fares: adults, $11, kids, $8. Write Roland Blodgett, P.O. Box 244, Malden, Mass. 02148.

Sept. 9-10: Wanamaker, Kempton & Southern special steam runs to Kempton Pennsylvania Dutch Farm Festival. Contact The Editor of *All Aboard!*. P.O. Box 24, Kempton. Pa.

Sept. 10-13: National Transportation Show at Diplomat Hotel, Hollywood, Fla. Contact Bob Ross, Assn. Traffic Clubs, Suite 618, 400 Michigan Ave., Chicago, Ill. 60611).

Sept. 11-25: Rail tour of France and Germany; ride famous trains. Write Illini RR. Club. Box 62, Champaign, Ill. 61820.

Sept. 11-25: Rail tour of Europe, by Brotherhood of Locomotive Firemen & Enginemen and Ladies Auxiliary, 7 countries, Europe's best trains. Fare $795 up. Write Reid Travel, Inc., 21894 Lorain Road, Cleveland, Ohio. 44126.

Sept. 30-Oct. 1: Second annual "Vermont Rail Foliage" week-end; cover 350 miles behind Steamtown U.S.A. Canadian Pacific 127; photo stops; visit Shelburne Museum. Fare incl. lodging in Burlington: adults $37.50, kids $20. Write Rail Associates, Inc., Box 309, Bellows Falls, Vt. 05101.

Oct. 6-9: Upper Canada Ry. Society, explore East Broad Top RR., Shade Gap Electric Line, Arcade & Attica, etc., on Canadian Centennial Steam Tour in U.S.A. Leave Toronto by bus. $50 fare incl. transportation, lodgings excursions. Contact Trip Committee, 382 Vine St., Apt. 605, St. Catharines, Ont., Canada.

Oct. 6-29: South American Adventure Tour, 7 countries, steam, ex-US interurban cars; escorted. Write Arthur Lloyd, 974 Pleasant Hill Road, Redwood City, Calif. 94061.

Oct. 8: Autumn Leaf rail excursion, Pittsburgh to Dubois, Pa. Return over "freight only" lines. Fares $10.75; hot lunch. $2. Contact Edward Wally, 43 Grant Ave., Etna, Pittsburgh, Pa. 15223.

Oct, 8: Fall Foliage Special, lv. Buffalo on E-L scenic route, incl. freight-only lines, to Cammon, Pa. Reclining seat coaches, diners, bag. cars. Fare $14. Contact Buffalo Chapter, NRHS, 69 Wendel Ave., Kenmore, N.Y. 14223

Oct. 8-13: Chicago Exposition showing latest in railroad equipment and supplies. Write Public Relations Committee, 1967 American Ry. Progress Exposition, 816 Transportation Bldg., Washington, D.C., 20006.

Oct. 14-Nov. 5: Narrow-gage vacation in Mexico; special steam trains on United Railways of Yucatan, Coahuila & Zacatecas, and National of Mexico. Fare, about $700, incl. Pullman, some meals, hotels, special transportation, escort. Write Wally Duthie, P.O. Box 4081, San Diego, Calif. 92104.

Oct. 15: Excursion from Syracuse to Scranton via E-L. Open gondalas in consist. Write Central New York Chapter NRHS, Martisco Rd., Marcellus, N.Y. 13028.

Sept. 19-Oct. 1, Oct. 13-15, and Oct. 27-29. Pacific Coast Chapter, RLHS, "Eel River Redwood Rail Rambles" Week-end in redwoods, steam train runs 116 miles along river canyon. Rates $39 to $49, incl. all transportation, lodgings, box lunch. Group also offers 75-mile riverboat tours, lv. San Francisco Oct. 7, Oct. 22. Fares: adults $8.90 kid $6.50. For Rail Rambles write Fred A. Stindt, 978 Emerald Hill Rd. Redwood City, Calif. 94061. For river tours write Don Thrall, 610 Arlington, Berkeley, Calif. 94707.

Nov. 11-12: Inspect Union Pacific line between Los Angeles and Las Vegas. Write Orange Empire Trolley Museum. Box 548, Perris, Calif. 92370.

Daily thru Sept. 10; week-ends thru Oct. 15: Canadian Railway Museum displays over 25 restored locos and vehicles from Canada's railroads and streetcar lines. Streetcar line operated thru July and Aug. Write Canadian Railroad Historical Assn., Box 22, Station B, Montreal 2, Que., Canada.

Sept. and Oct.: Tentative plans are drawn for steam trips thru White Mts. of New Hampshire in foliage season. Write Monadnock, Steamtown & Northern R.R., Box 71 RM, Bellows Falls, Vt. 05101.

Long Island Rail Road offers one-day tours. Write Tour Dept., LIRR, Jamaica, N.Y. 11435.

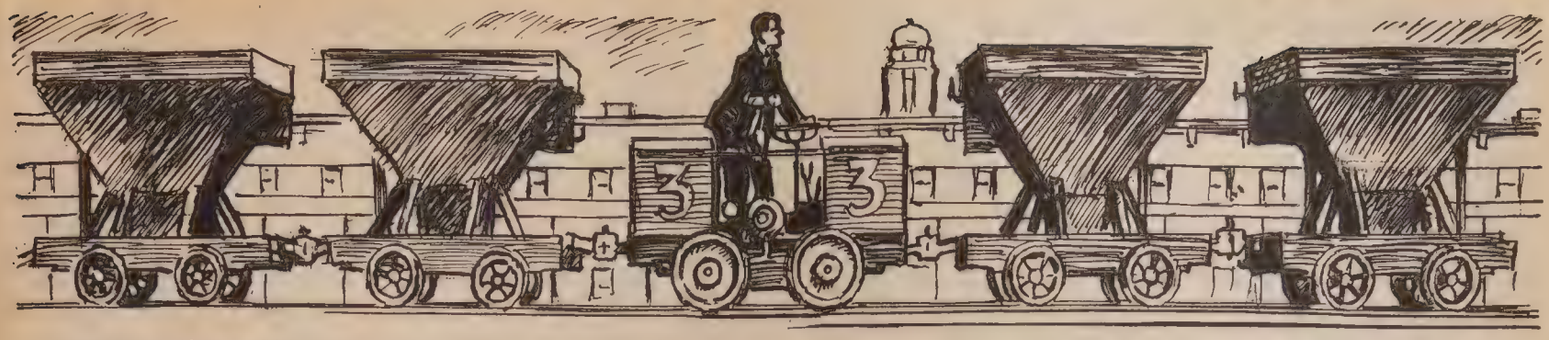
Sats. and Suns: One-day tours to Wisconsin Dells, Cave of the Mounds, or Mississippi Palisades. Fares range from $7.90 to $12.90; some incl. all extras. Write Tour Dept., Milwaukee Road, Room 275, Union Station, Chicago, Ill. 60606.

Dec. 16-31: "Mexico by Rail". First of new series of rail excursions to Mexico's major attractions, lv. San Francisco. Write Wampler Tours, Box 45, Berkeley, Calif. 94701.

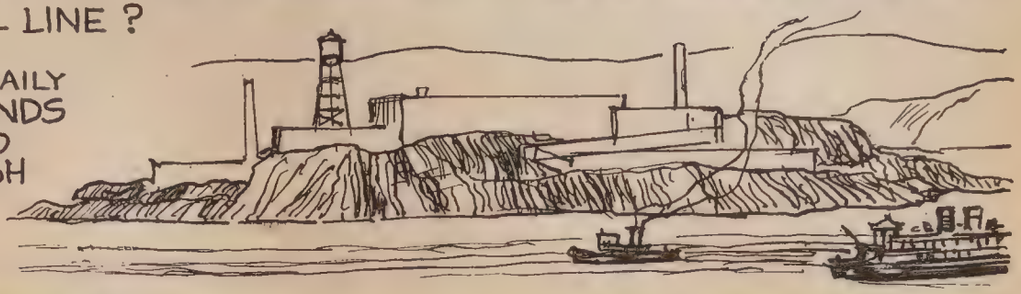
Reader Railroad ("Possum Trot Line") operates the only regularly scheduled mixed train powered by steam. Fares on year round Tues., Thurs., and Sat. runs: $4.50 for adults, $2.25 for kids. Contact rr. at P.O. Box 6049, Shreveport, La. 71106. ●

ALONG THE IRON PIKE

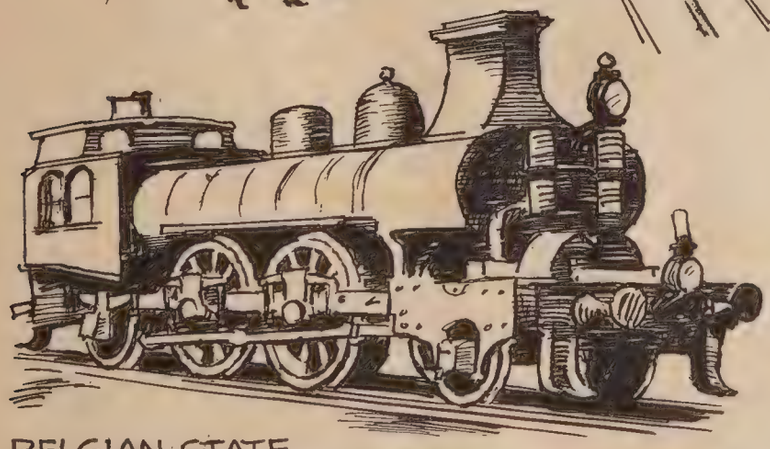
by Joe Easley



AMERICA'S SHORTEST RAIL LINE ? NARROW-GAGE, 4-CAR, BATTERY-POWERED TRAIN DAILY HAULS THOUSANDS OF POUNDS OF CRUSHED ICE ATOP TWO 3-STORY BUILDINGS AT FISH PIER IN BOSTON, MASS. (*from Bernard L. Albert, M.D.*)



SAN FRANCISCO CABLE CARS: IN THE BAY IS ALCATRAZ, KNOWN AS "THE ROCK," A FORMER FEDERAL PEN WHICH HAS BEEN EMPTY FOR 4 YEARS.



BELGIAN STATE RYS. LOCO WITH SQUARE STACK AND TRIPLE BOILER, COPIED FROM "IMPERIAL REFERENCE LIBRARY," PUBLISHED IN PHILADELPHIA IN 1899. WAS SHE LATER REBUILT INTO MORE CONVENTIONAL TYPE SHOWN IN APRIL '67 RAILROAD MAGAZINE? (*from Wendell A. Scott*)

U.S. FARTHEST SOUTH RAILROAD IS THIS SWITCHING TRACK FOR PINEAPPLE CARS IN HONOLULU, ONCE PART OF OAHU RY. & LAND CO. IT IS ALSO U.S. FARTHEST SOUTH HIGHWAY CROSSING. (*from Lester C. Harlow*)

Do the Railroads Really Want Faster Passenger Trains?

TWO sleek trains were scheduled to begin the long-heralded 115 mph passenger service between Boston and New York on July first. But they didn't. Instead of fanfare, there was silence. In fact, the new high-speed trains won't be running until well after Labor Day.

For many reasons, big and small, the Government-sponsored rail passenger service experiment is off to a slow start, much to the consternation of those hoping that faster, more comfortable trains might lure travelers from the increasingly congested highways and airways in the Boston-to-Washington corridor inhabited by 40 million people.

The bulk of the blame must fall on the railroad industry, which has been dedicated for 20 years to ridding itself of passenger service on which it is currently losing $400 million a year. The roads have been loath to spend funds on research or equipment to carry people. Instead, they have successfully applied their talents and resources to new special-purpose freight cars, push-button-controlled freight yards, cost-cutting, and merger plans.

By contrast, the airlines—catering to the market where the passenger action is—have since 1956 invested $6 billion in newer, faster, and bigger jets. And their earnings boom has been more rapid than even they expected.

So when the Federal high-speed rail project was authorized in September, 1965, a small sector of the railroad industry had to do some quick rethinking on their long-neglected passenger facilities. At this date, 90 percent of the railroads are still largely uninterested.

Both of the program's key projects are behind schedule. Under one of them, the short trains (three cars each) are planned to cut an hour from the present 4-hour-and-15-minute Boston-New York trip over the rails of the bankrupt New York, New Haven & Hartford Railroad.

The Government had to turn to the skills of United Aircraft's Systems Center in Farmington, Conn., to design these trains, which will be powered by the company's aircraft turboprop engines. Pullman Inc., of Chicago has, with some difficulty, recently finished constructing one of the trains, which is now being tested with instruments aboard rather than passenger seats.

Under the other feature, the Pennsylvania Railroad would operate beefed-up 110-mph electric trains between New York and Washington in 3-hour runs, 35 minutes less than the fastest Pennsy trains have been making the trip for the last 32 years. This is intended to make the rails somewhat more competitive with the 45-minute jet flights, which often are lengthened an hour or more by air traffic over airports and ground travel.

Robert A. Nelson, director of the overall project for the Department of Transportation, has fixed a firm date of October 29th (when fall timetables are published) for the start of the Pennsy's new service. But Budd Co. of Philadelphia isn't expected to complete delivery of 50 new cars to the Pennsy until next January. They are proving to be complicated units to build, with 20 tons of electrical equipment alone jammed into each 80-ton car.

The Federal schedules, that won't be met, were conceivably too ambitious.

"Setting such early deadlines can only embarrass private industry," says one supplier. "We were only awarded our contract about a year ago."

The $1.6 billion Japanese Tokaido Line, by comparison, required four years to complete before 125-mph rail passenger service was started in 1964. In addition, the Japanese line was built specifically for speedy passenger service, with no highway crossings or companion freight service.

Nevertheless, there's considerable evidence that America's railroad technicians and the newly enrolled Federal men weren't coordinated enough to take on the machinery of a new passenger service plan.

For example, a ruckus developed in the design of new Pennsy cars. Federal men wanted these cars to have an air suspension system like the Japanese have to soften the ride. The Pennsy men argued the air bags might break, creating maintenance problems. Government men still wanted to try them on at least ten cars and said the U.S. would pay the full costs.

"They shilly-shallied around and it got so late we abandoned the plan," says a Transportation Department official at Washington.

The Pennsy elected to put standard coil springs inside air bags, a compromise the Government still doesn't like.

And on the New York-to-Boston high-speed project there are indications that Pullman has had trouble communicating with aerospace-type engineers at United Aircraft. According to one version, Pullman technicians saw a designation "APU" on a blueprint and asked what it was.

"That's an auxiliary power unit," a United engineer told them.

"Oh, it looked like a generator to us," came the reply.

"Well, that's what it is," retorted the United man.

The Government has waived a penalty clause on the various delays, in part because an aluminum fabricator had to swing off the project for 56 days to handle a military order.

However, Mr. Nelson of the Transportation Department and Stuart Saunders, Pennsy's chairman, are convinced the service will be worth the wait. An increasing number of riders they feel, will like the high-backed seats, roominess, air-conditioned comfort and such airplane-style service as hot meals served at the seats. But outside of Mr. Saunders, one is hard-pressed to find an interested railroad man. The New Haven hasn't even signed the contract to operate the jet trains.

Most railroad executives label the project a "publicity stunt." But the Pennsy is gambling about 144 million of its own funds to attract new passenger revenue. The Government is contributing $11 million to the high-speed aspects of the Pennsy test, or about $1 million less than airlines are paying for each Boeing 747 jet model that in 1974 will be hauling a trainload quantity of 480 passengers.

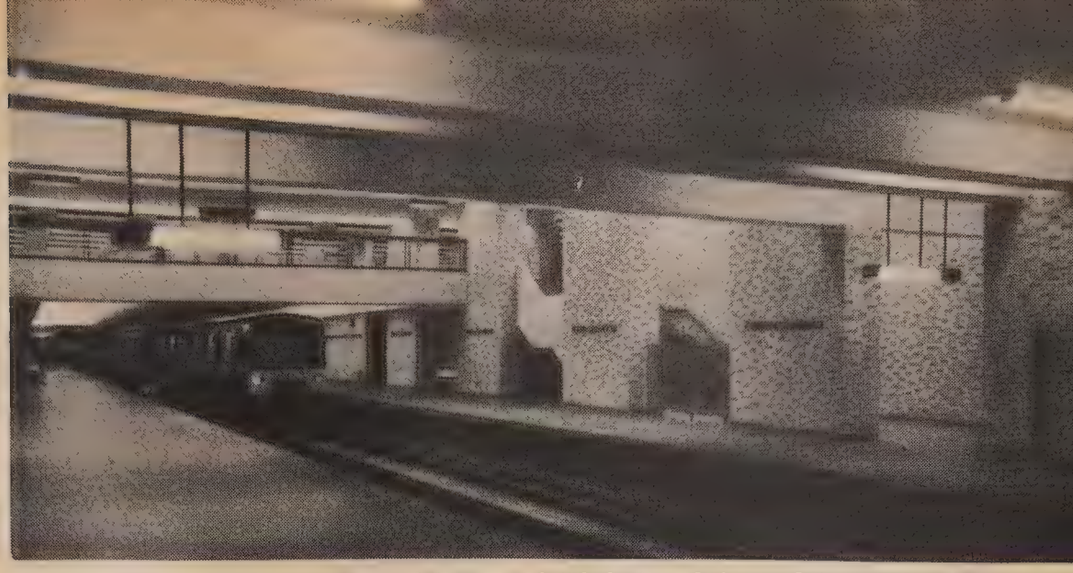
And United Aircraft is putting 17.5 million of its own funds on the line to open a new future market for its engines. The Government will lease United's two trains for two years for $2.5 million.

The Government's overall investment is $90 million but most of this has been going to 16 universities, research and consulting firms for studies and evaluation of something—high-speed rail service—that no one is sure is especially desired. ●

by John D. Williams, staff writer, The Wall Street Journal

Steve Maguire's

TRANSIT TOPICS



Atwater Metro station in Montreal is one of 26 designed for public convenience.
Photo from "Going Places" (General Electric Co.)

MASS TRANSIT rail-system construction in major cities, long heralded as approaching a boom, apparently has been stalled by skimpy city budgets and endless planning, reports *The Wall Street Journal*. As a result, makers of transit cars and equipment are beginning to wonder if the anticipated spending surge is going to happen at all.

Steve Maguire

Three major manufacturers—Budd, General Steel and Pullman—have the capacity to produce a total of 2,500 transit cars annually. But in the past decade their combined output has been only 800 to 900 a year.

Studies indicated that about 20 metropolitan areas make up the potential transit-system market. Some have reached the construction stage.

Montreal recently opened a $214 million subway. In San Francisco, a $1.2 billion Bay Area transit system is being built, and construction is scheduled to begin next year on a $430 million system for the Washington, D.C., area. And buttresed by Federally financed studies, at least six other major U.S. cities are seriously planning rapid-transit systems.

But to an industry waiting patiently for orders that have always been "just around the corner," transit programs to date haven't produced any sizable requirements for equipment, metals, or controls. The main reason why the boom never really came is a shortage of funds.

W. Perry Bollinger, general manager of Westinghouse Electric Corp.'s transportation division, says: "Mass transit could use as much money as the multi-billion-dollar man-on-the-moon program because they're of equal magnitude." Yet the Urban Mas Transit Act provides only $150 million in the 1968 and 1969 fiscal years for capital improvements and demonstration grants.

Compared with Federal highway spending of some $4 billion annually, the budget for transit system development seems miniscule. Also, unlike the highway program, which calls for 90 percent U.S. Government funds to 10 percent from the locality, Federal transit funds must be more evenly matched by state and local governments already strapped for tax revenue.

Another problem faced by cities in raising transit funds is that it sometimes takes years of drum-beating, planning studies, and resolutions by civic organizations and leaders before a large bond issue has a chance of being approved by voters.

James P. Romualdi, director of the Transportation Research Institute of Technology, indicates that transit plans are often smothered by over-study. Financed by local planning funds and abetted by local politics, some cities—Pittsburgh, for instance—are on their third transit study.

Local planning agencies, says Mr. Romualdi, have surrounded themselves with "a comfortable cocoon of planning studies" to act as insulation "from the chilling exposure of trying something new with a spirit of adventure—and perhaps a little risk."

The price of delay in getting started on rail transportation programs is going to be high for the cities. Spiraling construction costs will make most of today's estimates far short of the actual cost when systems are built 10 or 12 years from now. Increased Vietnam war spending undoubtedly has held up funds that might have gone to transit development.

IT MAY surprise some readers to learn there are still 8 'trolley coach" operators left in the States and 13 in Canada. Here is a list, culled from the latest NRHS *Bulletin*: (U.S.) Boston, Philadelphia, Johnstown, Dayton, Chicago, San Francisco, Seattle, and New Orleans. The last named *may* end its operation some time this year. (Canada) Halifax, Cornwall, Toronto, Hamilton, Kitchener, Port Arthur, Fort William, Winnipeg, Regina, Saskatoon, Calgary, Edmonton, and Vancouver.

WHO can help Bob Davis with ideas on how to build and operate a trolley-car line of 7½- to 12-inch gage in the back yard of his home at 2546 Gardi St., Duarte, Calif. 91010? Bob wants to know about tracklaying, power, trucks, controls, and so on.

YOUR transit editor has just come back from another visit to the Columbia Park & South Western trolley line that Gerry Brookins runs at Olmsted Falls, Ohio. Several fans, including Jerry's wife and myself, were on a Cleveland television news program, channel WJW. The TV crew took movies and made sound recordings while I was working on the museum line's open car, No. 9.

In fact, I arranged for them to interview the motorman, Frank Davidson, a 50-year veteran of the traction field, on the open front platform of the trolley as it rolled along the track. At my suggestion, the TV men put their camera

Steve Maguire, P.O. Box 51, Belmar, N.J. 07719

Branford Electric Railway car 500 breaks ribbon as rail torpedoes explode for the inauguration of an 800-foot track extension near Short Beach, Connecticut.

on the rear of interurban car 36, with the center door open, a vantage point from which they shot the scene on No. 9, running just behind them.

From taking so many trolley photos myself over the years, I knew how the pictures could be made, but I hadn't realized previously that between the TV camera and the sound box only 35 feet of cord would be attached to the speaker for the interviewer's use on the open trolley. So Frank Davidson had to keep car 9 running not more than 30 feet behind car 36, on which the camera was set up, while he was being interviewed. Failure to do so would have broken the cord and the interview.

Well, it worked out fine. Gerry ran the 36 while Frank was talking and handling the controls of No. 9 at the same time. Mrs. Brookins was in the TV show, too, because she sat on a front seat of the open car just behind Frank, and I got into it when I changed the trolley pole and retriever at the end of the line.

P.S.: The show drew so many favorable phone calls that WJW repeated it the next day. I watched the whole thing at Gerry's house and, of course, enjoyed it immensely. That unique interview should get some kind of award.

SPEAKING in Atlanta, Ga., at a national conference of the Institute for Rapid Transit, Dr. William J. Ronan told how acquisition of the Long Island Rail Road by New York State for $65 million is a real bargain in view of the high cost of building new highways. Dr. Ronan, who is chairman of the Metropolitan Commuter Tranportation Authority, pointed out that the LIRR's commuter trains carry 50,000 passengers into Manhattan during a one-hour period each morning five days a week.

"To duplicate this movement by automobile on limited-access highways," he stated, "would require 26 additional lanes in one direction alone. This would mean total community disruption through the building of five more Long Island expressways and several more Queens-Midtown auto tunnels. The cost of such construction is estimated at more than $2 billion."

As another example of the big cost differential, Dr. Ronan said limited-access highways in the New York area cost $44 million a mile to build. "This means that the state could buy the entire LIRR for the cost of only two miles of Cross Bronx expressway!" he said. Describing the Long Island as formerly one of the nation's largest passenger carriers and most profitable railroads, he traced its decline to the following causes:

"(1) The flowering of the automobile age and the concurrent massive public investments in highways from Long Island into Manhattan drastically reduced rail passengers.

"(2) The state regulatory body permitted the LIRR only one fare increase from 1931 to the late 1940's. This policy caused the parent Pennsylvania Railroad to stop investing and led to the deterioration of the LIRR. The deterioration, in turn, prompted the commuter to abandon the line for alternate means of transportation.

"(3) The record-breaking post-World War II economy—the affluent society—has produced consumer habits which no longer measure the journey-to-work in terms of cost alone, but often put personal comfort and convenience ahead of travel cost."

Now, with the first phase of an ultimate $200 million modernization program already underway, Dr. Ronan said the MCTA plans to improve the road to the point where it will double its present daily volume of 260,000 passengers a day."

AN OUTBOUND trolley car operated by William Slavin at about 50 miles per hour on the Red Arrow Company's Philadelphia & Western line recently hit and killed a 250-pound black bear, a male, that was ambling peacefully across the track in early morning just west of State Road overpass in Delaware County, Pa., near Philadelphia. It was the first time in a great many years such a creature was seen in that vicinity. Game warden R. C. Feaster said the big fellow had wandered far from his natural habitat. He was undoubtedly wild. Had the bear been kept in a paved cage for any period of time his paws would have been worn smooth. Besides, there were no collar markings or tattoos inside the ears to indicate he had been held captive by a circus or zoo.

"If that bear had met a human being," Feaster said, "he would have run. He was not ferocious. None of them are."

PHOTO in this magazine last month of the ex-Third Avenue Railway trolley just arrived back from Vienna and displayed in New York's Central Park drew this comment from Allan H. Berner, 871 Aberdeen Rd., Bay Shore, N.Y.:

"A cub reporter from a Newark N.J., paper arrived on the scene and interviewed some of the electric railway fans standing around. He sought information about the streetcar, which to him was a strange vehicle, and wanted to know where other such cars could be seen. To his surprise, he learned that you could still see them and even ride them in his own city, Newark, N.J. Thereupon, he asked for a description of the line, where it ran, and how to reach it. A fan told him. Apparently the news was a revelation to him.

"Although it is very busy during rush hours, Newark's city subway seems to be a well-kept secret. Public Service has very little to say about this rapid transit line but does its best to promote service on its bus routes. I wonder if that reporter ever published his findings?"

For many years, Public Service Coordinated Transport has been interested only in operating diesel buses which fill the air with yellowish stinking exhaust—regardless of its bad effects on the lungs of human beings. The rapid transit subway into which it is forced to divert some of its riders is not owned by the corporation. The City of Newark owns the right-of-way and leases it to the corporation for the use of 30 PSCT trolleys. Those trolleys make fast time downtown—at the expense of PSCT's slower buses. Is it any wonder that Public Service keeps its rapid transit line secret even from its own potential riders?

THOMAS J. McLERNON, who was fired as general manager of Boston's Metropolitan Transit Authority a few years ago before finishing even half of his 10-year contract, has since been hired by Governor Richard Hughes as director of New Jersey's new commuter operating agency.

NEW YORK's subway is the best form of mass transportation, according to George Melcher, an Independent Division dispatcher who has spent 22 years helping to run the mammoth system. He said this to a reporter for the *Honolulu Advertiser* while on a recent vacation in Hawaii. Melcher finds subways best because they are underground, out of sight.

"We had the 'el' structure in New York," he went on, "but property values went down along the lines. When the els were torn down, property values went up again."

"A monorail is much cheaper than a subway," he said. "I've ridden on monorails at the New York World's Fair and at Disneyland. They're very smooth, very quiet."

But he said there was still that problem of property values along the rail lines, plus the problem of building above-ground stations.

New York's subways run into problems because of equipment trouble, he explained. He said the New York Transit Authority is getting new cars.

"We often have trouble with doors getting stuck," he added, "or signal trouble. Both hold up traffic. During rush hours we run our trains four minutes apart. If there is a delay of 10 minutes on one train, you have a traffic jam.

"The stations get jammed with people, and when the train finally comes,

they all pile on the first one. No one wants to wait for the next train. Then its difficult to get the doors closed."

He said the Transit Authority is running trains as close together as it safely can. Trains have been expanded to 11 cars where once they were nine.

"The only solution is to build more subways," Melcher said. "The old els were torn down, and nothing has been built to replace them. What is now our IND Division was the last subway built in New York, and it was completed in 1932. We're planning on a new Second Avenue subway on the East Side, but the money that was to be used for it has been used for other things—new equipment, maintenance."

A NEW edition of the Chicago Transit Authority's detailed map of all its bus and rapid transit lines is being distributed. Places of interest in the city and suburbs are pinpointed. Also shown are the CTA routes with all-night service. On the reverse side is a description of all routes and a condensed street directory. You can get a free copy by writing CTA Map, P.O. Box 3355, Chicago, Ill. 60654.

Plans for a new Chicago subway loop to replace the old elevated line have been made public by Mayor Richard J. Daley. These new plans cost $1½ million to prepare, but if they are adopted it would take 7 to 10 years to complete the loop at a cost of over $300 million. The proposed loop would run under Franklin, Van Buren, Wabash, and Randolph streets and be connected with both the Evanston-Ravenswood and Dan Ryan lines. An east-west shuttle would run from the University of Illinois' Chicago Circle Campus to Monroe and then north to a point beyond the Illinois Central suburban railroad station.

The new lines would run close to all major railroad stations in downtown Chicago, making a connection with them. The old "L" was built before the 1893 World's Fair and at first steam engines were used on it. For more than 40 years we have heard talk of removing the old line, but now its days may finally be numbered. We thank Alexander L. H. Darragh, 242 Greenleaf Ave., Wilmette, Ill., and Bob Clarkson, Berwyn, Ill., for sending us this information.

A 1,226-FOOT section of subway is under construction in Philadelphia, miles away from any operating line. This is at the Sears, Roebuck & Co. store on Roosevelt Boulevard, which in a few years will be served by an extension of the northeast Philadelphia subway.

Why build this little section so far in advance? Because of the need for a large multi-level parking garage at the store which could not wait for the subway line to come through below it, a few years from now. The basement of the new parking structure consists of a concrete tunnel along which rapid transit cars are expected to run—after present litigation between PTC and the Transit Authority is ended and construction is done.

Trolley Museums

ANOTHER trolley museum has started operation. The first car to run on the Magee Shortway Electric Railroad at Bloomsburg, Pa., was open trolley No. 2, reports Ed Blossom, superintendent at the Magee Transportation Museum. The car is a double-truck open type that was originally 1779 on the Rio de Janiero Tramway, Light & Power Co. in Brazil. It came to the U.S. along with a shipment of a dozen museum-bound open cars in 1965. By the end of the summer, a second ex-Rio open trolley, No. 3, may be in service at Bloomsburg. When it is completed, work will resume on the body of ex-Danville & Bloomsburg No. 1, a Brill semi-convertible built in 1904.

WELL-PRESERVED Fostoria & Fremont interurban car 40 has been rescued from storage in Fremont, Ohio, where it had been kept since the line's abandonment in 1932. Ron Jedlicka of Lakewood and Bill Leisher of Olmsted Falls, both in Ohio, bought the oldtimer and took it to the Columbia Park & Southwestern Museum line at Olmsted Falls to restore it for eventual operation. Built in 1923 by Kuhlman Car Co., it was one of two such F&F cars. Eight identical vehicles were bought at the same time for the Lima-Toledo Railroad. All ten ran on the Lima Route in through service to Toledo.

TENNESSEE VALLEY Railroad Museum at Chattanooga has added the electric locomotive that for many years served the Hales Bar Dam of the Tennessee Valley Authority. This loco was built originally from the body of a Tennessee Electric Power Co. car that ran on Lookout Mountain. After completing the conversion, TEP shipped it to the dam, where it was used until the steam plant shut down. The museum already had two ex-New Orleans trolleys and much steam railroad equipment. Some day, we hope, it may also have trolley operation.

THE ONLY remaining funeral trolley in the U.S., the *Descanso*, which once operated over the Los Angeles Railway, has found a permanent resting place at the Orange Empire Trolley Museum in Perris, Calif. We learn this from Arthur K. Ross, Barstow, Calif., and Lester C. Harlow, San Diego, and the *Traction Gazette*, the OETM monthly publication. Our thanks to them all.

Placed conspicuously at the summit of Cajon Pass in 1940 between San Bernardino and Barstow by the Railroad Boosters, predecessor of the Pacific Railroad Society, the *Descanso* (Spanish for "Rest") had long been a landmark for travelers on the Santa Fe and the Southern Pacific. It served as a club and bunkhouse from which PRS members viewed trains on both railroads. Last winter, however, SP graded the right-of-way for its new Colton-Palmdale cutoff, barely 100 feet from the retired electric hearse, which had to be moved.

Two choices of new location were considered: Orange Empire operating museum and Travel Town, a static display in Griffith Park, Los Angeles. The former won out, so a truck hauled the car from the summit over the SP's new right-of-way, on which track had not yet been laid.

The car's original name was *Paraíso* ("Paradise"). Carrying mourners to and from the cemetery and a corpse on the way in, it burnished Los Angeles rails until 1922. Then it stood idle until the railfan group bought it in 1940. Today nearly all of America's funerals are motorized.

New Electric Publications

The Corner of Hickory and Third **(One Man's Memories), by Lawrence Meloling, 34 pages, 5½x8½", illustrated, soft cover and staple binding, is available at $1.25 a copy from NRHS, Inc., Martisco Station, Marcellus, N.Y. 13108. This booklet tells a nostalgic story of the trolley route from Syracuse to suburban Liverpool, N.Y. The author's family moved to a new house right across from the trolley line loop in Liverpool when he was ten years old, thus starting Larry's interest in streetcars and especially the little line on which he would live until its abandonment. Today Larry enjoys vacations in Maine, running cars at the Seashore Trolley Museum in Kennebunkport. The booklet includes some of his own photos and an interesting account of the railfan movement.**

California Railway Museum, **by Will Tenney and Richard Reynolds, gives the history of each of the 28 pieces of electric and steam equipment now at that museum. Included are photos of the cars in regular service and a few pages on the Bay Area group's museum at Rio Vista Jct. The 26-page, 8½x11", soft-cover, staple-bound booklet may be had at $1.50 from Bay Area Electric Ry. Assn., P.O. Box 9097, Berkeley, Calif. 94719. Proceeds help the fund for a badly-needed car barn.**

Steam Road Electrifications, **a 32-page booklet published by Ohio Brass Co. in 1917, covering 17 different electrifications of steam roads in the U.S. and Canada with short factual data and photos. This is the *original* publication, 8½x11", with soft cover and staple binding. Only a few copies are available, at $7.50 each, from Grahame Hardy, Box 622, Carson City, Nev. 89701.**

Pictorial Section for TRANSIT FANS

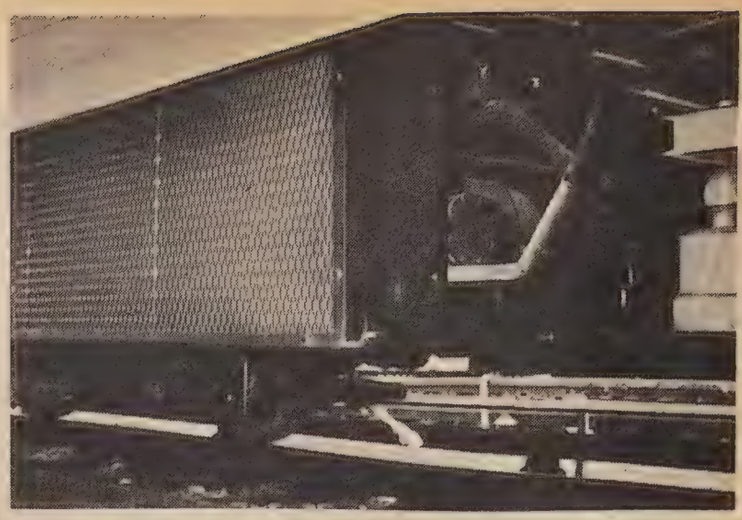
District of Columbia Transit car 428 at Washington barn seven years ago.
George W. Himmel, 504 W. 188th St., New York, N.Y. 10040

March 3, 1946: Texas Electric car No. 318.
Bill Jernstrom, 822 Pelham Dr., Fort Wayne, Ind.

Robert Field, 107 Stanyan St., San Francisco, Calif.

Johnstown Traction Company's 311 (left) was the only two-truck Birney car running in the United States nine years ago when this photo was made. Johnstown, Pa., was the nation's smallest city with PCC trolleys. No. 311 later served on fantrips.

Trolleys operate in old Arequippa, Peru, high in the Andes. (Left) No. 701 came from Elmira (N.Y.) Light, Heat & Power Company. (Below) Mail car serves both the post office and as meat carrier for local slaughter house.
Photos by B. Thomas Walsh



New York subway again tests air-conditioning. The city is operating a train of 10 air-conditioned cars through September. "If successful, we will issue top priority order for several hundred such cars," says Mayor John V. Lindsay. (Above) Compressor and condensor are placed underneath car. (Left) Filter, blower, and motor for air-conditioning occupy compartment in ceiling at end of car. Subway riders are happy.

St. Louis Post-Dispatch staff photo

Subway car 256, formerly used by the New York Port Authority Trans-Hudson Corp., recently made an above-ground trip of about 30 miles across St. Louis on a 60-foot trailer built especially for the National Museum of Transport at 3015 Barrett Station Road in St. Louis County. It had been stored for a year at the St. Louis Division of General Steel Industries, Inc. Until the museum bought the trailer, there was no feasible way of moving the car. En route to the museum, a stop was made for an afternoon and evening fashion show at a church in Webster Groves. No. 256, parked in front of the edifice, served as a background for the show, which was put on by a Webster Groves store located in a former Missouri Pacific Railroad depot.

Each subway car in New York air-conditioning experiment has two 9-ton cooling units. Air ducts run full length of car.
Three photos from New York City Transit Authority

NYW

The Test Run

by JOHN JOHNS

SOLID-PULLMAN and extra fare, the *Atlantic Limited* pulled into Salanda and her fireman, Dave Randall, tall and wiry, cut down on the blower and shut off the stoker. Then he glanced across the cab to see Joe Moreley, engineer, slip his watch back into an overall pocket. Dave looked at his own timepiece. Ten minutes late! He followed the hogger down out of the cab, wondering what alibi the fellow would spring this time.

But the runner didn't seem to be greatly concerned. On the platform, the Middle Division man who relieved him said: "Late again, Joe? Well, don't worry. I'll blow the stack off her between here and Belmont. She'll be on the card by the time we get to South Portland."

"Sure," Moreley agreed.

With the engineer tagging at his heels, Dave crossed the tracks to the roundhouse. As they entered the office, the crew-caller—a scrawney-necked redhead known as "Spotty" Huggins—raised his Adam's apple to a notch above the collar line and stated: "Joe, the chief dispatcher wants to see you."

"What for?" the engineer asked.

"I dunno. He told me not to let you get away till you called him."

Joe grunted and began cranking an old phone on the unwashed wall.

"Hell-o, this is Moreley. . . . What's that? . . . Ten minutes late in here? Why, I left Buffalo ten minutes behind schedule. I made my time, didn't I? What more do you want? . . . There's nothing in the book telling me to make up time somebody else lost. . . . Yes, that's my answer."

An ominous quiet filled the room. Seated on a bench, Dave Randall could hear the locomotives throb and wheeze in their stalls outside. Morely, completing his phone call, angrily signed the register, and strode from the office. Spotty's eyes trailed him to the door and he said:

"Somebody's all steamed up. To hear

him beller, you'd think he was bein' picked on."

Dave nodded silently.

"Can't get it into his head it's important to run trains on time," the caller continued. "Take tonight. There was no reason for rollin' in ten minutes late. McNally, f'rinstance, would have got back onto the schedule before he arrived at Rochester. But not Casey Jones, here."

The fireman tossed a leg over a corner of the grimy desk. He knew that Moreley would have winced at the reference to his own brother-in-law, Amos McNally. "Mac" was reputed to be the fastest runner on the New York Western. There was rivalry between those two men—or had been, before Joe softened up. It irked Dave to admit his hoghead was a has-been.

"You can't talk to him. Spotty. Same thing happens going west on the *Continental Limited.* Plenty of times we're late getting into Buffalo."

Spotty Huggins replied: "Moreley had no business takin' that vacancy on the *Continental.* I hear the men chewin' the rag. He's the slowest throttle-jerker we got, and on the Western's fastest train—what a combination!"

"Too bad," Dave sighed. "I like Moreley. It's hard to believe he used to be a speed artist. McNally and the rest couldn't touch him."

"So I've heard. Joe was in a wreck or somethin', wasn't he?"

"Well, he hit an automobile on a grade crossing one dark night when he was pulling a silk special, running like hell. Killed a couple of men. Nobody pinned the blame on him, but Moreley told me that if he'd been bowling along at normal gait that night he might have stopped in time. That's why he quit ballast scorching."

The freckled crew-caller bit off a chew of plug tobacco. "All I can say is, he'd better get off the *Continental* pretty damn quick. Didja hear about the test run?"

"Test run?"

"Yeah," said Spotty.

He explained that Mr. Billings, president of the New York Western, had made a speech that day at a Chamber of Commerce luncheon. Said the *Continental* would be used in a test run from Salanda to Buffalo. The address was broadcast on the radio. Spotty had tuned in on it.

"He aims to prove steam power ain't all washed up," added the caller. "Billings never did like diesels. Besides, he says a new day of faster train travel has dawned and he aims to put the Western in on the ground floor."

Dave's steel-gray eyes sparkled with interest. "When will this happen?"

"Next week, fireboy. They've already got extra track gangs going over the division, and engine 5333 is slated for the job."

"Which side of the *Continental* do you think will get the run?"

Spotty grinned. "McNally, of course. Your side hasn't a chance. They'd be nuts to hand it to Joe Moreley."

DAVE grumbled at the fate which had stuck him with Moreley. Not only were they in hot water on nearly every trip but now he, Dave Randall, was losing the opportunity to fire the *Continental Limited*, train Number 1, on the day of the big test. He was forced to pass up a break that would have aroused the envy of every fireman on the division.

"Why the devil did Moreley take the *Continental* if he didn't want to speed?" Dave asked in irritation. "I can't get a word out of him."

"I dunno," the caller ruminated, "but I hear from sandhouse talk that he has wife trouble. The missus has gone back to her mother's home. Mebbe that's why he's lost his nerve."

"Wife gone?" Dave asked quickly. "When did you hear that?"

"Yesterday. But I don't pay attention to matters that ain't my business."

"The hell you don't!" said Dave.

He looked sharply at the bobbing Adam's apple as if questioning the rumors. Then he recalled Moreley's recent strangeness. Recalled the unnecessary din of the whistle. For almost half the distance across the state, it seemed, Moreley had blown long, sobbing blasts. Hoggers sometimes gave vent to their moods that way.

Besides, he knew that in the lower bay window of Joe Moreley's house at Laketown, for as far back as he could remember, there had been a lighted lamp each night as their train sped past —the kind of sentimental greeting that women of the rail sometimes give to their men—but for the past few trips the window had been dark. Maybe Spotty had the right dope.

Dave rose to his feet. "And I've been working with him but didn't know the score. Boy! That's one for the book."

He headed for the locker room. But Joe Moreley had already changed his clothes and departed.

Next morning, on the street, the fireman saw McNally getting his shoes shined and his face seemed to wear a sad expression.

"Hello, Mac," he greeted cheerfully. "You look like the last rose of summer. Anything wrong?"

McNally shook his head. "Yeah. Laura and Joe broke up. My sister has packed and left him."

"That's too bad," Dave consoled.

"They had an argument over Joe's failure to make time. Laura thinks he's slipping."

"She'll be back when Joe gets wise to himself. Women are like that. They want to be proud of their men."

THAT afternoon, when Dave and his engineer were reporting for the *Continental Limited* at Salanda, Dave was analyzing what he had learned about the matrimonial hassle but kept his thoughts to himself.

No sooner had they reached the depot than the station master said: "You boys can cool your heels a while. Number 1 is fifty minutes late."

Dave whistled. Fifty minutes late! The crack train of the New York Western! He took Moreley aside and advised him to watch his step. He knew that Carroll, the division superintendent, would be in an ugly mood with his pet "string of varnish" stabbed.

"If you drop any more time," Dave warned, "you may as well kiss your passenger job good-bye."

The older man knitted his brow and said he guessed the fireboy was right. While they were talking, a Western Union messenger girl came peddling up on a bicycle and held out a telegram, asking: "Which of you two is Moreley?"

"I am," said the engineer.

He tore open the envelope and stared at its contents.

The girl ventured: "Want to send an answer, mister?"

Moreley shook his head. The fireman leaned against a baggage truck, meditatively rubbing his chin.

His speculations were cut short when the *Continental Limited* rumbled in and panted to a stop. The big city station broke into a bedlam of noisy porters and scurrying passengers. Walking briskly, the engineer climbed into the cab of the *Continental.*

As Dave followed, he overheard the Middle Division runner say: "Sorry we're so late, Joe. We left a car with a broken trainline pipe at South Portland. Couldn't cross it with the whistle, so we pinned on it. You've got a swell engine here, Joe. New York must have done a job on her. She's running like a watch."

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"Fifty minutes late, eh?" Moreley spoke grimly. "I'll sure need a good engine."

He snatched up the long-necked oil-can and bolted to the ground. When the roundhouse helpers completed greasing, Moreley returned to the cab and began testing the air-brakes. Looking down, he saw the rotund figure of old Conductor Lawton under his window.

"Well, what is it now?" he growled down at the brass-buttoned trainman.

Lawton yelled up: "Since we're already fifty minutes off the card, I guess you'll make it an even hour."

"Why not?" Moreley clipped, squinting at the gages in his cab, with one hand on the power-reverse.

The conductor muttered under his breath and stalked away. A moment later he was crying, "All aboard!" and giving the highball.

Moreley responded quickly. He whirled the reverse lever into forward motion and opened the throttle, alert for the first sign of slipping. Eighty-inch driving wheels gripped the sanded rails mightily. They quivered, then slowly started to turn. With each revolution the speed increased.

"Boy! You're going right after her," Dave shouted above the noise.

But no sound came in reply; only the quickening beat of the engine exhaust. Streaking across the yard, they struck a sharp switch that all but threw Dave to the deck. The fireman staggered back to his post. A few seconds later the train rocked over another switch. The engine lurched.

Dave grabbed the arm-rest of his window and bawled: "Hey, you—"

Hugging the window frame, he attempted to look out to make sure the cars were following them. He peeked. When the observation car careened onto the main line he pulled in his head.

"What kind of running is that?"

"We're late, Dave."

"What's that got to do with it?"

"For once, young fellow, we're going into Buffalo on the advertised."

"What?" Dave gulped. "Make up fifty minutes on this train? You can't. You'll roll us into a ditch."

"If you're afraid," Moreley sneered, "I'll stop and let you off."

HE WHISTLED for a grade crossing. The train rounded a curve. The engineer was thrust a few inches off his seat.

"If McNally can take these curves on one side, so can I," Moreley shouted hoarsely.

Dave looked at the tightly drawn lips, the wild light in the hogger's eyes. Sudden fear seized him. What if the fellow had gone crazy? Dave had heard of such cases, had read about them in books.

"Was there something in the telegram—" he began.

Moreley wasn't listening. He stared straight ahead, a firm hand on the wide-open throttle.

The fireman returned to his side of the cab and gave the stoker valve another twist. He tried to think. Meanwhile, the serpentine *Continental Limited* crossed bridges with the noise of thunder and roared on toward Buffalo. Dave had a queer feeling of elation. He knew that main rods on the madly racing drivers were a blur and exhaust steam shooting from the stack was like a volcano's eruption as they whizzed through Vickersville.

Between Vickersville and Canton, peering out the window, he glimpsed a section gang working on the track. As the speeding Limited approached them, the laborers dropped their tools on the right-of-way and dived over a fence into a cornfield.

"What's the matter?" Moreley shouted. "Looks like they're running away from something."

"They ran away from you," the fireman yelled back. "They wanted to give you plenty of room in case you jumped the rails."

The roar of the exhaust, the racing drivers, miles slipping beneath them. Whistles, long and plaintive. A cluster of white houses, a dusty village road and way station. Canton. Then a receding blur. They were in the open country again.

Ahead lay Swan River and the water pans. Dave got dizzily to his feet and wobbled over to the lever which operated the scoop beneath the engine's tender. When lowered, this scoop picked up water from a trough between the rails. Moreley kicked on the air and reduced the speed to eighty miles an hour.

"Knock her down!" Dave cried. "The way we're going now, we won't get a drop!"

"When I holler," Moreley ordered, "you lower that scoop!"

The fireman hesitated. A split second's miscalculation would crash the scoop with the steel trough and perhaps derail them. But now they were over the water pan.

"Down!" shouted Moreley.

In that instant of wavering, Dave Randall made a decision. If his hogger was full of nerve, so was he. Down went the scoop. Water shot out, fanwise, from under the tender.

"Up," Moreley directed sharply. And as soon as the scoop was safely raised, he added: "See if we got enough."

Emotions mixed up considerably, Dave tried the jet. Water spouted out. His companion nodded and turned back to his window.

Across the cab Dave glanced furtively. He saw the engineer, hand clutching the throttle, gazing ahead, obviously ignoring the *beep-beep* of the communication whistle that Conductor Lawton must have been blowing from back in one of the cars. There would be no slowing down. Moreley had said they were going into Buffalo "on the advertised."

The fireman's head was reeling and confused, but he felt sure that the ghost of ballast-scorching Joe Moreley had returned.

IN A CLOUD of smoke and dust, Moreley brought the *Continental Limited* into Rochester only 29 minutes late. He had picked up 21 minutes! Long-necked oiler in hand, the husky runner swung to the ground for a hurried inspection of the engine.

Conductor Lawton rushed up. His face was pasty white. He poked a trembling fist in the engineer's face and he bawled: "What in hell do you think you're doing, Mr. Moreley?"

Busy feeling the main pins, the hogger yelled over his shoulder: "You've been squawking about me being slow. I thought I'd give you a sample of high-wheeling."

Before the fat trainman could splutter a reply, the station master appeared with a message. Lawton glanced at it and yelped: "Moreley, read this!"

While the engineer was reading it Lawton went on: "That should anchor you, all right. I warned you to get off this run. So did everybody else."

Joe Moreley stiffened. The last of the baggage and mail was loaded. Someone cried, "All aboard!" Moreley crumpled the paper in his hand, climbed into the cab and whistled off. The signal at the west end of the platform dropped to green.

When they were swinging through the yard, the runner beckoned Dave over to his side and showed him the message. It said:

Engineer J. Moreley: You have exceeded speed restrictions Salanda to Rochester. Under no consideration exceed 70 miles per hour Rochester to

How to get rich

How can you get rich some day? Make a hit record . . . a killing on the stock market . . . or invent a gadget like the hula hoop?

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There is no other business where you can make a fortune so quickly!

- A beginner from Newark, N.J. ran his first small ad in House Beautiful—offering an auto clothes rack. Business Week reported that his ad brought in $5,000 in orders. By the end of his first year in Mail Order, he had grossed over $100,000!
- Another beginner—a lawyer from the midwest, sold an idea by mail to fisherman. Specialty Salesman Magazine reveals, "he made $70,000 the first three months!"

Proof

It's a fascinating business! Running ads in newspapers and magazines . . . mailing gift catalogs . . . getting cash orders in your daily mail—steady as clockwork.

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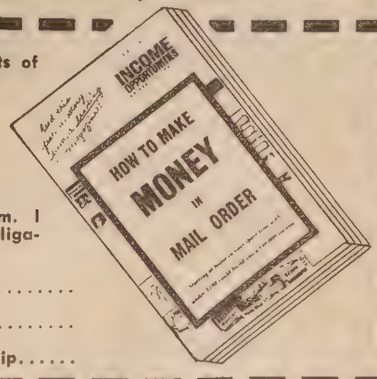

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Montvale, New Jersey 07645

Please rush complete details on your Mail Order Program. I understand everything is free and there is absolutely no obligation. I am over 21.

Name .....

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Buffalo. Report to me immediately on arrival.—K. J. Carroll, Supt.

Dave barked impatiently: "Why the mad rush? First you poke along, now you run like a maniac. Well, you've got to ease up this time."

His companion winked broadly and opened the throttle still wider. The *Continental Limited* had picked up speed and was now in the country again. Dave looked out on green rolling hills, cows bunched together beside a stream in the shade of a clump of trees, children gathering flowers in a field. He saw a dirt wagon road, brown and rutted, winding to somewhere over the ridge. There were peace and beauty and the smell of mid-summer.

As if apologizing, the engineer said: "These curves are safe at high speed. The company has the track in good condition. They've been getting it ready for the test run. And listen: You can tell Mr. Carroll you tried to make me slow down, but I wouldn't."

"What's behind all this, anyhow?" Dave demanded in a daze. He was tempted to ask whether or not the man had gone insane.

In reply Moreley fished out the telegram he had received at Salanda just before they left.

The fireman read the message and returned it, saying: "Go ahead, run the wheels off her! I don't blame you."

The automatic stoker clanked and clanked, feeding a steady stream of coal to the hungry firebox. Trees, telegraph poles, billboards and houses flashed by as Moreley pushed the *Continental* from Rochester to Niagara Junction.

"Green!" Dave Randall announced the block at the junction.

"Green!" parroted his companion.

WHEELS crashed over switches. Brakes, pinched on, restrained the speeding train like the stroke of a hand on a spirited horse. Flanges screamed over rails. The engine whistle blasted imperatively, calling for the road to Buffalo.

A brief shut-off through the yards. Coasting for precious seconds, past the depot, through the interlocking plant. Green on the signals. Open country ahead. Again the roaring exhaust. Ahead lay 39 miles of straight track into Buffalo. The speedway.

Someone, presumably Conductor Lawton, was pulling the communicating whistle for them to slow down. Both men in the cab knew if anything was really wrong with the train's running gear, the trainmen had an emergency brake valve in each car with which to stop them. But Lawton would not use it, Dave realized, because of the high speed. To slide and flatten wheels was a cardinal sin on the New York Western, as on all other Class I roads.

Dave visualized the hawk-nosed Superintendent Carroll, in Buffalo, getting reports on the run from his chief dispatcher. He pictured Carroll banging a fist on the desk and mentally heard him bellow: "So Moreley's a wise guy, eh? Well, I'll show him!"

To such a threat the chief dispatcher very likely answered: "I tried to have him stopped at Monterey. I ordered the tower to set the signals against him, but he reached the circuit before it could be done. I don't want to drop *red* in his face—not if I can help it."

Dave imagined the super's answer:

"Break that order to stop Moreley! The speed he's traveling, he'd ruin every wheel on the train and no telling what else. Clear a track for him and let the damn fool keep coming. But when he gets here . . ."

AS THEY were streaking through West Branch, the fireman checked on the speed, watch in hand. For five miles he divided his attention between steam gage, the track ahead, and his standard gold timepiece. Surely something was wrong with the watch!

Aurora flashed by in a cloud of dust. They zipped past the station at Elm Grove. The milepost Dave was waiting for zoomed up and by. He frowned and again went off into a problem of mental arithmetic.

"Hey, Moreley," he cried, "you just made a mile in 29 seconds!"

"I know it," the engineer replied without even turning his head.

Every fiber of him tingling with the thrill of it, Dave Randall looked out the window. Automobiles traveling on a highway appeared to be standing still. Trees seemed a continuous hedge. And then, like a sudden flash, the thought occurred to him: *Joe Moreley had made a record-breaking run!*

Dave wobbled across the swaying engine deck and tugged at the hogger's arm. "Moreley, do you know what you've done?"

"I got here as fast as I could," was the vague reply.

Peering ahead, the gray-faced engineer smiled bitterly and applied the brakes. Dave babbled with exhilaration until the train ground to a stop in Buffalo terminal. His companion pushed aside goggles and was wiping his eyes, reddened from the strain, when a voice like a foghorn boomed through the gangway: "Moreley, come down here!"

On the station platform stood Superintendent Carroll.

"You're discharged!" he barked, pounding the side of the tender. "Do you hear? Fired! First I can't get you to make regular time, then you decide to run like a lunatic—"

Moreley rubbed his brow like a man in a dream. He seemed to be looking for a gap in the crowd.

"You're discharged!" the super repeated, moving in front of him.

"Get out of my way!"

The engineer elbowed a passage through the crowd. A young man in a white suit stepped forward.

"Mr. Moreley? I'm from the Metropolitan Hospital. The doctor is waiting for you."

The engineer nodded and followed the interne. An ambulance was parked on the station plaza. The indignant railroad official edged forward. Moreley thrust the Salanda telegram into his hand.

"Here, read that!"

It said that Mrs. Moreley had been taken suddenly to a Buffalo hospital, critically ill, and she had to see her husband at once.

The chief dispatcher came up then and spoke to Mr. Carroll in an excited undertone. Dave Randall, watching the superintendent's face, saw the frown erased as if by magic. He heard the foghorn voice, now modulated:

"Sorry about your wife, Moreley. Before going to her, I want you to forget about being fired. My sincere congratulations! *You have made the test run we'd been planning for McNally next Friday.* I'll send a wire to President Billings."

Moreley gave a tired smile and followed the man in white through the doorway of the hospital. ●

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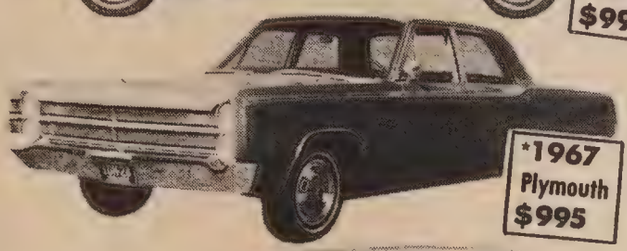

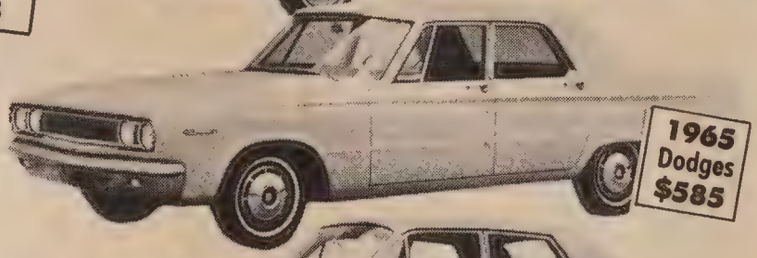

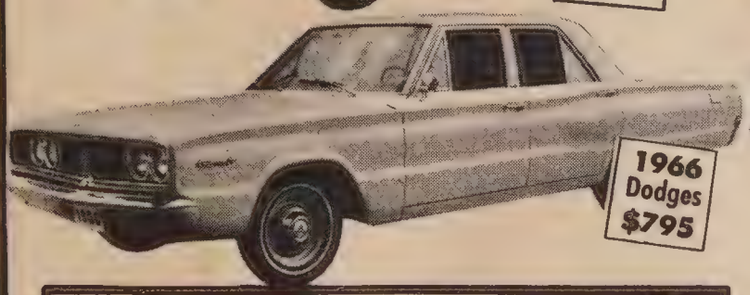

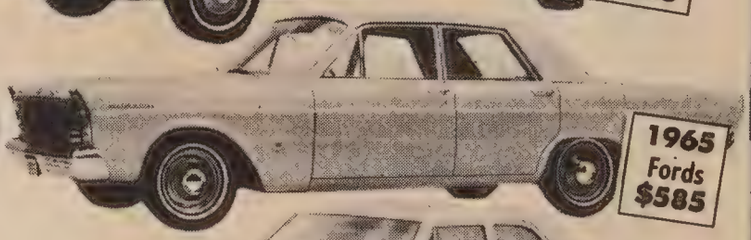

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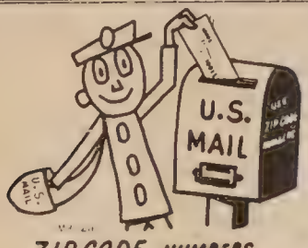

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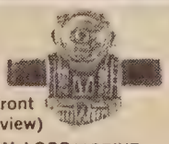

(front view)

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Atlanta & St. Andrews Bay No. 912 was built by Alco-General Electric in 1947.

SHORTLINES OF FLORIDA

Present-day locomotive roster compiled by Sy Reich

Apalachicola Northern Railroad

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt.	Tractive Effort	Weight	Date	Notes
701-704	1000	GM-EMD	NW2	B-B	61,150	244,610	1947	
705-709	1200	GM-EMD	SW9	B-B	60,890	243,560	1952	1
710-711	1200	GM-EMD	SW9	B-B	60,755	246,350	1953	1

Atlanta & Saint Andrews Bay Railway

501-502	1500	GM-EMD	GP7	B-B	60,635	252,460	1952	
503-504	1750	GM-EMD	SD9	C-C	87,450	356,660	1956	
505	1750	GM-EMD	SD9	C-C	87,060	355,100	1958	
506	3000	GM-EMD	SD40	C-C	92,482	384,150	1966	2
901-903	1000	Alco-GE	RS-1	B-B	71,400	238,000	1942	3
904-909	1000	Alco-GE	RS-1	B-B	72,750	242,500	1943-4	4
910-911	1000	Alco-GE	RS-1	B-B	72,150	240,500	1945	
912	1000	Alco-GE	RS-1	B-B	72,300	241,000	1947	
913	1000	Alco-GE	RS-1	B-B	73,020	243,000	1950	
1001-1002	1000	Alco-GE	S2	B-B	69,000	230,000	1942	2
1501	1500	GM-EMD	F3A	B-B	59,640	244,000	1947	5

Fort Myers Southern Railroad

This short line owns no locomotives.

Jacksonville Terminal Company

30-32	1000	GM-EMD	NW2	B-B	60,700	242,810	1947	6
33-36	1000	GM-EMD	NW2	B-B	60,868	243,470	1949	
37-39	900	GM-EMD	SW900	B-B	57,040	231,510	1954	

Live Oak, Perry & Gulf Railroad

298-299	1750	GM-EMD	GP9	B-B	63,420	253,680	1955	7
300	600	GE	70-ton	B-B	34,400	137,600	1946	

Marianna & Blountstown Railroad

75	600	GE	70-ton	B-B	35,000	140,000	1947	8
88	650	Whitcomb	80-ton	B-B	40,000	160,000	1942	9

Port Everglades Railway

300-301	300	GE	43-ton	B-B	21,500	86,000	1939	10
400	600	GM-EMD	SW1	B-B	50,000	200,000	1943	
410	660	Alco-GE	S1	B-B	50,000	200,000	1943	

South Georgia Railway

292	600	GE	70-ton	B-B	34,400	137,600	1946	11

Tampa Union Station

This short line owns no locomotives.

Tavares & Gulf Railroad

This short line owns no locomotives.

Valdosta Southern Railroad

955	900	GM-EMD	SW900	B-B	?	?	1958	
?	900	GM-EMC	NW1	B-B	?	?	1937	12

Florida Roster Notes

These rosters are based on data from officials of the AN, A&SAB,, and JT, the Tennessee Railroad's receiver, and the Southern's vice president, and are accurate as of the second quarter, 1967. For the purpose of our rosters a shortline is defined as a common carrier listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which has a route mileage less than 400 miles. Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric; GE, General Electric; GM-EMC, General Motors-Electro Motive Corp.

(1) AN 708, 710-711 were rebuilt.
(2) A&SAB 1002 was traded for 506.
(3) A&SAB 901-903 were requisitioned by U.S. War Dept. in Nov. '42.
(4) A&SAB 905-908 were sold to Tennessee RR., and renumbered 1, 2, 5, 3.
(5) A&SAB 1501 was rebuilt to an F7A.
(6) JT 30-32 were sold to Pan American Engineering Co.
(7) LOP&G 298-99 were originally LOP&G 302-303, then LOP&G 298-299.
(8) M&B 75 is no longer on roster.
(9) M&B 88 was originally U.S. Navy 10, then M&B 88.
(10) PE 300 was sold to the Charles City Western, renumbered 210, and 301 was sold to Texas Construction & Materials, Eagle Lake, Texas.
(11) SG 292 was originally SG 202, then SG 292.
12) VS ? was originally Elgin, Joliet & Eastern 401.

Constance J. Card reviews
NEW BOOKS OF THE RAILS

NARROW GAUGE TO THE REDWOODS: *The Story of the North Pacific Coast Railroad and San Francisco Bay Paddle-wheel Ferries*, by A. Bray Dickinson, Roy D. Graves, assisted by Ted Wurm, and Alvin C. Graves (Roy's nephew), 168 pages, 8½x11", 200-plus illustrations, equipment rosters, 15 scale plans for modelers, 15 maps and yard layouts, and appendixes. Trans-Anglo Books, Main P.O. Box 2252, Los Angeles, Calif. 90053, $6.95.

Tied in with this review is an article on the NPC (page 53) by Ted, who not only collaborated with two other men on *Narrow Gauge to the Redwoods* but previously worked with Al in writing *Crookedest Railroad in the World*.

The new book is an excellent piece of California as well as rail history. The development of communities such as Sausalito and San Rafael, both outlying San Francisco, and the state's lumber boom were dependent upon the narrow gauge roads begun in 1876. The story of the NPC line was not in trains alone, but also in its paddle-wheel ferries which carried San Franciscans across the bay to Marin and Sonoma counties. Like its rail equipment, NPC had ferries famed for their luxury, modern design, and exceptional maintenance. The book is illustrated with many pre-1900 photographs of this equipment and the communities they served. Numerous photos and some drawings came from the well-known collection of Roy Graves, who helped prepare the book for publication after the author's death in 1958.

NEW YORK CENTRAL'S EARLY STEAM POWER, Vol. II, 1831-1916, by Alvin F. Staufer, 352 pages, 9x11⅛", weight 3¾ lbs, over 800 illustrations, including 4 two-page full color paintings, Carrollton Standard Printing Co., Carrollton, Ohio, $15.

Al Staufer has done it again! Readers who enjoyed his other books, including *Steam Power of the New York Central, 1916-'55*, will be delighted with this new volume, which completes the story of the Vanderbilt Road. The book opens with biographies of that family, and then launches into histories of each of the independent lines that were merged into the system. Text is brief because, as the author writes, "others have written the history of the Central." The book's importance is in its collection of old and rare illustrations. Much research was necessary to dig them up.

Most of the illustrations are photographs, but also included are early mechanical drawings, sketches, emblems, schedules, and four beautiful, two-color spreads. The author is an artist himself, a real good one, in addition to his knowledge of railroads and

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locomotives. His paintings add immensely to the appeal of the book, which will be a welcome addition to any collector's library.

NORTHERN RAILS: *A Complete Guide to the Railroads of Maine, New Hampshire, Vermont.* 26 pages, 9¼x12", illustrated with photos, loco rosters, maps, freight schedules, published by author, Dwight A. Smith, Jr., 97 Bartley Ave., Portland, Maine 04103, $2.

Here for the first time is a comprehensive, up-to-date picture of railroading in three New England states. The booklet contains capsule descriptions of roads and their equipment. It is also a guide to northeastern museums, tourist roads, and railfan groups. *Northern Rails* is recommended for New England railfans, and for anyone planning a trip in that area.

News of Railbooks

Even before our magazine reviewed it last month, Otto Kuhler's big new biography, *My Iron Journey*, sold well over 1,000 copies.

Lines West, a pictorial history of the Great Northern, 192 pages, 8½x11", by Charles E. Wood, is due for publication Oct. 31st by Superior Publishing Co., P.O. Box 1710, Seattle, Wash., the price being $12.95. But it may be bought for $10.50 if your payment is received at Seattle before that date.

"Sadly, there will be no new railroad books by Lucius Beebe, and our limited edition of his *Great Railroad Photographs, U.S.A.*, has long been sold out," writes Morgan North, Howell-North Books, 1050 Parker St., Berkeley, Calif. 94710. "However, we'll keep all his other books in print as long as there's a demand for them. We have bought the book, *The Provocative Pen of Lucius Beebe, Esq.*, from the San Francisco *Chronicle*. This adds another Beebe title to our list and enables fans to read the best of his newspaper columns on economics, politics, journalism, history, morals, finance, and travel. Beebe was a many-faceted man and very opinionated—but one whose ways with words knew no peer."

Howell-North books coming out before Christmas include *Delaware & Hudson*, by Jim Shaughnessy, author of *The Rutland Road*, for which frequent orders are coming in to *Railroad Magazine* Book Service. As an experienced camera man also, Jim made our last month's cover picture. Don't tell anyone we said so: Jim is publicity-shy. Our editor, Freeman Hubbard, wanted to include him in the magazine's *Interesting Railfans* series, but Jim modestly demurred. If his D&H book turns out to be as popular as his Rutland book, he'll really have a winner.

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The books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service*, 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

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MILE-HIGH TROLLEYS, by Wm. C. Jones	$ 7.95	($ 7.55)
MY IRON JOURNEY, by Otto Kuhler	$10.95	($10.40)
CLOUD-CLIMBING RAILROAD, by Jensen	$ 2.50	($ 2.40)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
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Slim Gauge

BY TED WURM, editor, with Alvin C. Graves, of a new book on this subject *Narrow Gauge to the Redwoods* by A. Bray Dickinson; illustrated with photographs from the book.

BUILT to serve vast redwood forests and vacation areas just north of San Francisco, the North Pacific Coast Railroad had a gauge of 3 feet and was noted for the variety of its equipment. Its first spike was driven in 1873 at the pioneer bayside town of Sausalito and passenger trains began running in '75 when the slim track got as far as Tomales, 55 miles from San Francisco. Redwood logging country, the goal of its construction, was reached at Freestone and Occidental. Rails laid northward between the giant redwoods eventually stretched to the Russian River at Monte Rio and, in 1877, to the great sawmills at Duncan's, 80½ miles. Nine years later the line halted at its farthest point, Cazadero, 86 miles from San Francisco.

Passengers for the North Pacific Coast trains left the big city on the company's paddle-wheel ferry steamers. After a 30-minute, six-mile ride to Sausalito, they found the bright yellow railroad coaches waiting at the ferry landing. Freight cars moved to and from the city on car-floats, or barges, pushed by the sidewheel tug *Tiger*. Trains leaving Sausalito, where the NPC offices and shops stood, first rolled through several pleasant suburban towns in Marin County. Then they climbed hills, crossed trestles, and scooted through tunnels to the green forested canyons.

North of Point Reyes Station 12 miles of track had been laid on fill and trestle along the shore of Tomales Bay. Past that area the little trains reached rich farming and dairy regions and then the heavily timbered redwood forests. The tallest bridge west of the Mississippi River spanned a timber-filled canyon near Occidental; crossing it were gleaming rails 137 feet above the stream. Beyond that point, redwood trees stood so thick and tall that they were able to block out the sky overhead. The regions around Tomales Bay and in the Russian River country became popular vacation resorts, providing thousands of passengers each year for the railroad.

The "Narrow Gauge to the Redwoods" acquired nine Baldwin 8-wheelers in its first 3 years. Outside of these, none of the NPC's motive power could be called ordinary. In 1874 the management ordered two handsome Mason engines, an 0-4-4 and an 0-6-6. The latter was to have been No. 3, but was rejected and the builder delivered her to another railroad. In 1877 the NPC bought a bigger 0-6-6 from Mason, named *Bully Boy* and numbered 8. Having no pony trucks, these engines were prone to derailment, so the 0-4-4, No. 2, was later assigned to the short-run Mill Valley local, while *Bully Boy* worked in helper service on White's Hill, up beyond San Anselmo. In these jobs, the Mason locos, designed to operate in either direction, performed well and continued to run for many years.

Company officials rode the line in the

Collection of Roy Graves, 1201 Moraga St., San Francisco, Calif.

NPC engine 9, built in 1875, was used by company president on inspection trips.

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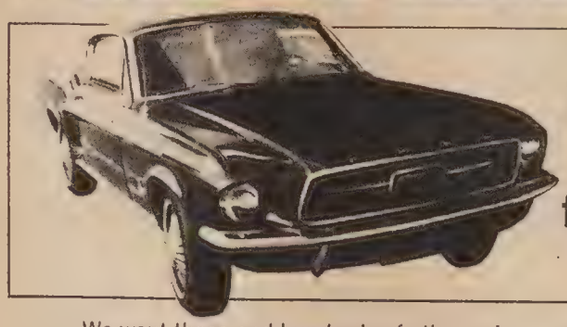

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directors' car *Millwood*. This elegant piece of equipment was 15 feet longer than the ordinary narrow-gauge coach of the 1870's and wore a dazzling coat of rich red enamel to distinguish it from the canary yellow coaches used by ordinary travelers. The *Millwood* sported a galley, an icebox, a small bar, and even two sections of Pullman-style berths. The NPC president, Milton S. Latham, ordered an especially ornate engine to pull this "palace car" on special runs. Named after Latham and numbered 9, this gorgeous machine had a mahogany cab with silver trim.

To complement the new rail equipment, Latham ordered two single-end, side-wheel ferry steamers from the East. One of them, the *San Rafael*, was built by Lawrence & Faulk of New York City, while *Saucelito* (the old spelling) was turned out by John Engles & Co., of Greenport, Long Island, N.Y. Designed for a speedy 20 miles per hour, each boat was 220 feet long and fitted with a vertical beam engine. Upon completion, each was carefully marked, taken apart, and shipped to the West Coast in a train of 120 freight cars.

The *San Rafael* and *Saucelito* were the fastest and probably the most graceful craft over to ply San Francisco Bay. Unfortunately, both came to disastrous ends. One night in 1884 the *Saucelito* caught fire at her berth at Point San Quentin and burned to the waterline. The sister ship carried on for 17 more years, only to be rammed by another ferry in a fog in 1901 off Alcatraz Island and sink 20 minutes later.

In 1890, as the redwood forests near the Russian River were decimated and shipments of lumber began to fall off, the railroad tried to counter this loss by getting more commuter business. San Rafael and other suburban communities were growing and many residents traveled to San Francisco to work. NPC put on a speedy commuter train which left San Rafael each week-day morning. The train covered 12 miles to Sausalito, with two stops, in about 17 minutes, while the 6-mile ferry ride to the end of Market Street took just under a half-hour—47 minutes in all!

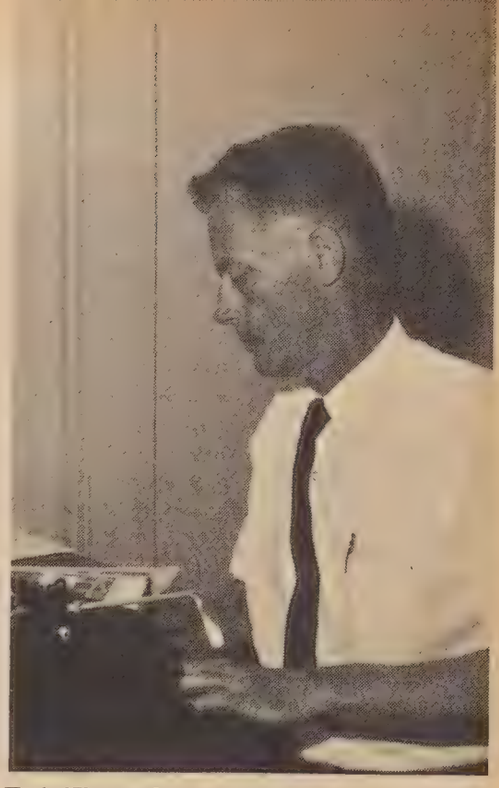
The fast operation won approval. Early the next year the management augmented its service with special new locomotives and larger coaches. Brooks Locomotive Works built 3 big 4-4-0's, the 14 and 15 in 1891 and the 16 in 1894. Each weighed 70,000 pounds, over 50 percent heavier than the earlier Baldwins, yet had slender lines.

Delivered by the builder as coalburners with slim stacks, they were changed shortly afterward to burn wood and fitted with bulky diamond stacks. This was done to take advantage of a material already at hand and to woo the shippers of wood products, and the company also bought several 50-passenger coaches from Pullman. Each car seated 4 abreast and was unusually large for a narrow-gauge road. Modern fittings included air brakes, Miller coupler, and steam heat.

In 1894 the NPC acquired a big, new, double-end passenger ferry, the 1700-ton sidewheeler *Sausalito*. She came equipped with a pair of narrow-gauge railroad tracks on the lower deck, one down each side and each capable of holding 8 freight cars on the night runs to and from San Francisco. After 1903, this steamer carried only passengers for several years, but later was modified to convey automobiles as well. After 1903 railroad cars were hauled on a new vessel designed solely for that job. She was the stern-wheeler *Lagunitas*.

Then in 1899 the railroad acquired a super-locomotive, No. 18, understood at that time to be the world's largest narrow-gauge passenger engine. She was a tall elegant 4-6-0 built by Brooks, large and fast, weighed 79,400 pounds, and had 55″ drivers. A year later the company's shops at Sausalito turned out their first completely homebuilt locomotive, 4-4-0 No. 20, designed by master mechanic William J. Thomas. This man, an inventive genius, owned patents on several railroad and locomotive devices. One was the American Balance Valve of 1892, eventually used on more than 100 railroads. Later, as superintendent of the Mt. Tamalpais & Muir Woods, which advertised itself as the "Crookedest Railroad in the World," Thomas designed the "porcupine" feedwater heater, installed inside the smokestacks.

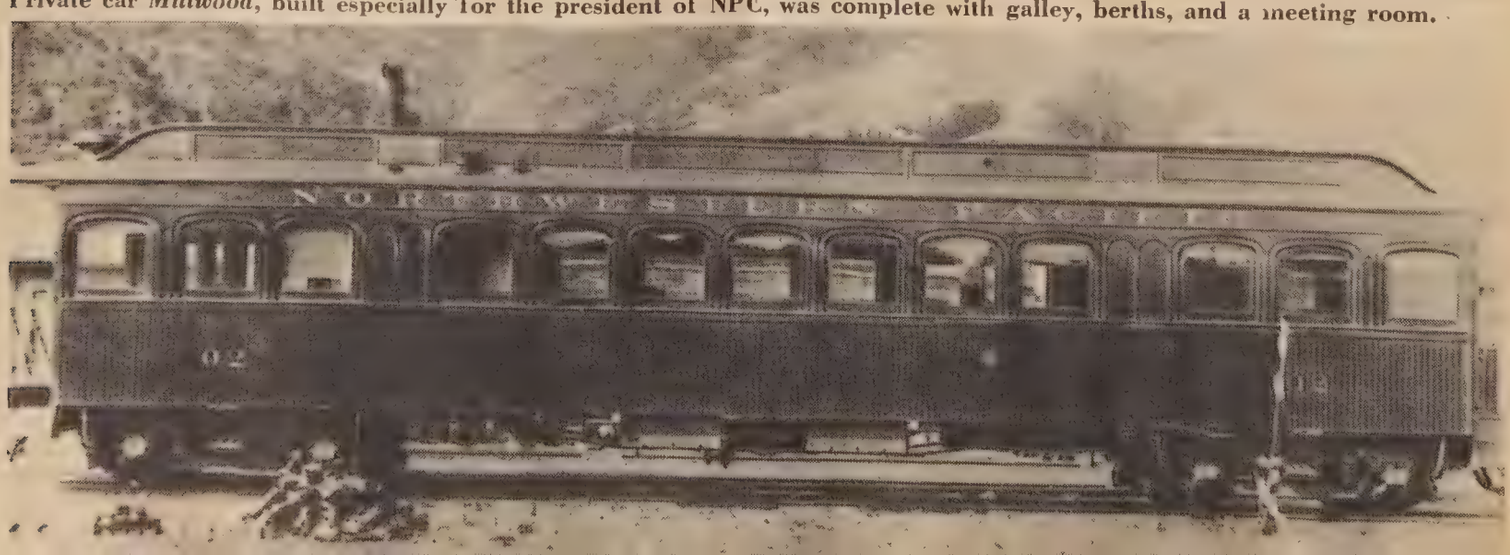
James B. Stetson, president of the railroad, encouraged him to build an entirely new design of locomotive in



Ted Wurm became a railfan in 1935, later was partner in a rail publishing business, and has written a successful book, *The Crookedest Railroad in the World*, and many articles. Now he is doing history of San Francisco's Hetch Hetchy line to be published next year.

Collection of Roy D. Graves

Private car *Millwood*, built especially for the president of NPC, was complete with galley, berths, and a meeting room.



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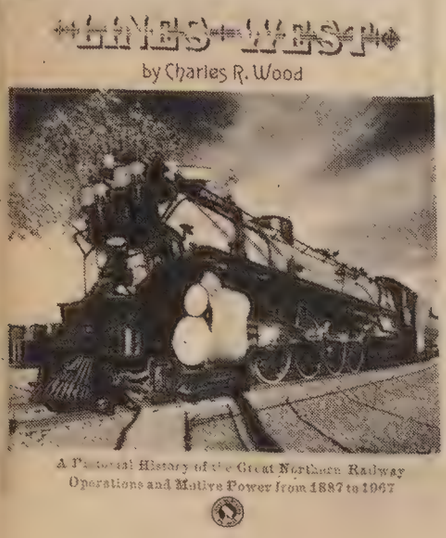
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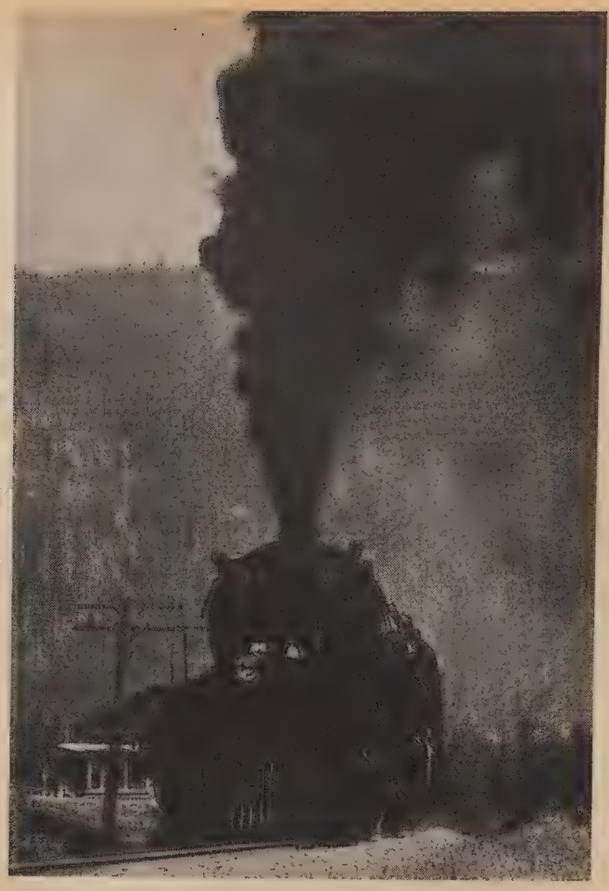

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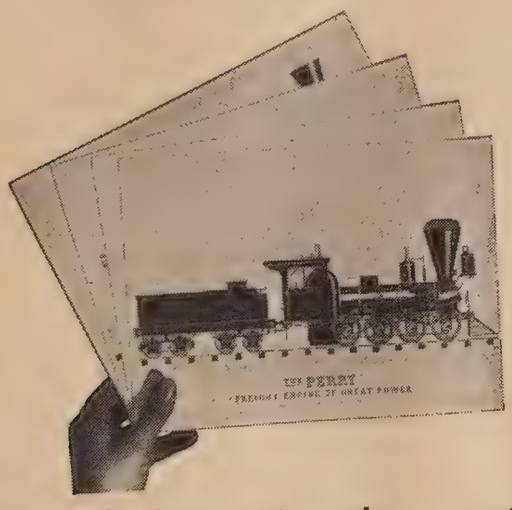

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The first cab-in-front engine, NPC 21, called "The Freak," was built in company shops in 1901 as an oilburner with marine-type boiler. Most enginemen didn't like to work on her because they felt they'd be trapped in the cab in case of collision.
Collection of Ted Wurm, 122 Monte Vista Ave.; Oakland, Calif. 94611

the NPC shops. This was the world's first cab-in-front engine, a 4-4-0 fitted with marinetype water-tube boiler and using oil for fuel. Emerging from the shops in 1901 as No. 21 she was dubbed "The Freak." Being far ahead of her time, she was not exactly successful, but pointed the way to the Southern Pacific's eventual use of cab-aheads.

Ed Thomas of Oakland, son of the famous master mechanic, says the 21 performed well when handled expertly. "But few enginemen would take the time to do it right," he remembers. Besides, the men were a bit leery of that exposed position out on front of the train—there was no way to jump out of the cab in a hurry in an emergency.

New owners took over the North Pacific Coast in 1902. They renamed it the North Shore Railroad and standard-gauged and electrified the suburban service, converting 11 Pullman-built slender commuter coaches to standard-gauge electric motors and trailer cars. Here the third-rail for electric power became actually the "fourth rail," because there was already a third rail for narrow-gauge freight trains. All steam locomotives were converted to oilburners and additional power was acquired: 3 second-hand 2-8-0's and later four engines from the South Pacific Coast narrow-gauge line out of Alameda.

Collection of Wallace Sorel
Narrow-gauge coaches built by Pullman were ingeniously converted to standard-gauge interurbans when the North Pacific Coast was partly electrified in 1902. Photo shows original track which was used for steam freight until about 1920.

Early in 1907, the Northwestern Pacific Railroad was formed out of several lines in the region north of San Francisco. The North Shore became a component of the NWP, which was owned jointly by Santa Fe and Southern Pacific (after 1929 the Santa Fe sold out to SP). For nearly two more decades the old narrow-gauge continued to carry trainloads of picnickers and summer vacationers, but the NWP management gradually eliminated the narrow-gauge section, replacing it with standard trackage.

Eventually, the last remaining portion of the old NPC was the 33-mile "country" run from Point Reyes Station to Camp Meeker. Business fell off so badly in the late twenties that efforts were made to abandon that section.

Finally, in March, 1930, the last narrow-gauge run was made southward from Camp Meeker: engine 90 (originally NPC 15) with one freight car and a ramshackle coach. At Point Reyes the equipment was sidetracked and left to rot and rust for nearly 5 years. Ultimately, all the cars were burned on the deserted right-of-way at Millerton, a few miles north of Point Reyes Station, and the engines were scrapped at Tiburon in 1935. Thus ended one of the West's most colorful shortlines. ●

Artist's concept of new, stainless-steel, air-conditioned, Pennsy commuter train. These cars will go into operation next year between New York's Penn Station and Trenton, N.J., including three way stops. Designed and built by St. Louis Car Division of General Steel Industries, Inc., they have speed potential of 100 mph. State of N.J. is buying them. Republic Steel Corp. is supplying the stainless steel.

HOBBY CLUB

Conducted by Sy Reich

SAYS Alfred E. Perlman, New York Central president: "There is available at present the hardware to build the finest and most efficient transportation machine in the world . . . were we allowed to do so. But you are all familiar with the maze of regulations which so hamper and restrict our full use of modern science and technology. President Kennedy referred to them as a 'chaotic patchwork of inconsistent and often obsolete legislation and regulation.'

Sy Reich

"Today we have the science and physical capability for the complete automatic operation of our plant and equipment—yet we must leave the use of this hardware and knowledge to other countries, where regulations and labor climate are more favorable for their use. It is ironic that the United States, the most economically powerful nation in the world, has allowed its basic transportation nearly to dry up."

Along the Steam Trail

S. E. Penna. Ry. Asso. will charter a bus Sept. 24th to visit the East Broad Top and "Rys. to Yesterday" trolley line. Contact Trip Committee, 945 E. Rittenhouse St., Philadelphia, Pa. 19138.

A small train, replica of 1885 vintage, is hauling 80 passengers at a time on nearly a mile of yard-wide track in a park at Fairbanks, Alaska, during the Alaska Purchase Centennial Exposition, reports George Gale, 2527 Buker St., Olympia, Wash. 98501. The engine, a 6-wheeled steamer, and the cars had been loaded in two standard boxcars of a conventional Great Northern train and taken from Seattle, Wash., to Delta Alaska Terminal, B.C., Canada, from which they were transported to Alaska aboard the Alaska Trainship Corporation's trainship *Alaska*, along with 54 standard-size railroad cars. The little train cost $70,000. It was built by C. M. Lovsted Corp. in Seattle, which has been building equipment for small railroads for 50 years, some for Hawaiian sugar plantations, others for Philippine logging roads. The engine has two whistles, air brakes, and cast-iron link-and-pin couplings.

Commenting on a recent item about the size of turntables, John E. Atkinson, 110 Pike St., Port Carbon, Pa., says the Reading Railroad had a few engines, Nos. 3000-3009, so huge that it had to separate the loco from the tender before putting her on the turntable at St. Clair yards. No. 3001 was famous for having pulled the *Royal Blue* passenger train into and out of Philadelphia. John (age 14) wants pen pals interested in the Reading, Pennsy, LV, and B&O.

In our August issue, Raymond Davis referred to the B&O engines *Lord Baltimore* and Phillip E. Thomas as "streamlined." Actually, they were only partly streamlined, according to Bert Pennypacker.

Says W. R. Osborne, 1019 S.E. 12th Ave., Deerfield Beach, Fla. 33441: "The 5500, B&O's first 4-8-2, was named *Lord Baltimore* from the time built until about 1935. The 5510, another 4-8-2, also carried that name

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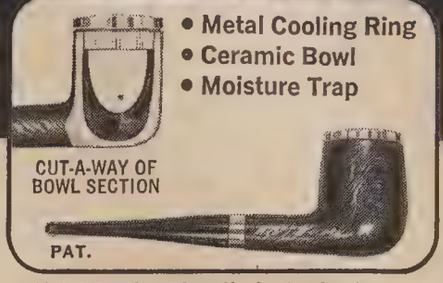

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We see a few items from the collection of J. W. Swanberg, Taunton Lane, Newtown, Conn.: headlight off an Illinois Central 4-8-2, keystone from Pennsy engine, door from a New Haven EP-2 electric car, and souvenirs of the B&O, the C&O, the L&N, and other roads.

while on exhibition at the New York World Fair in 1934. A third engine to bear the name was No. 2 (4-6-4) which carried the name from date of outshopping in 1935 until 1941. None of these engines were streamlined. No. 2 was 'stream-styled' after a manner, but never operated in the mountainous areas mentioned by Mr. Davis.

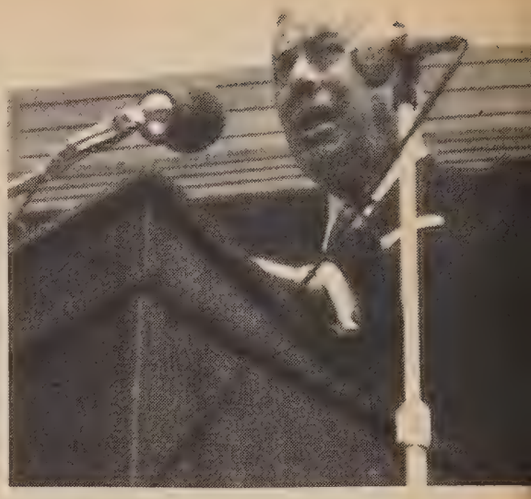
"B&O streamlined engines first appeared with the ex-President series Pacific 5304 in 1937. Three more of these series were streamlined, and the 5304 restreamlined to conform to the same design in 1946 for Cincinnatian service. When first streamlined, the 5304 was named *Royal Blue*. It never operated west of Washington. After the four were streamlined for Cincinnatian service, they operated over the mountains through West Virginia."

"Mr. Davis' statement of the high drivers being detrimental is also confusing; 5500, 5501 (the *Philip E. Thomas*), and 5510 all had 74" drivers, the same size as on the very successful Pacifics in the P-1c and P-1d class used in those mountains for many years on passenger trains."

The conventional passenger train is dying, deplores David P. Morgan, editor of *Trains* magazine, addressing a group of rail fans the other day at Bear Creek Jct., where an authentic steam railroad is located on U.S. route 129 between Topton and Robbinsville, N.C. The group had come from widely scattered areas, first meeting in Fort Wayne, Ind., and then hiring a special train—4 Pullmans and a diner pulled by a steam loco—to take them to the Great Smoky Mountains resort.

"It is lamentable that anything so viable, so productive, and so wonderful to experience as train travel is now little more than a curiosity," Dave said in an after-dinner speech. "The evidence surrounds us. We cannot get to Portland, Maine, on a passenger train. The last passenger-train service between Dallas and Denver—the *Texas Zephyr*—is up for discontinuance. The *Piedmont Limited* has now joined in oblivion the *Kansas City-Florida Special*, the *Gulf Coast Rebel, Olympian Hiawatha, Commodore Vanderbilt*, and *Overland Limited*."

"On a recent visit to Mexico City," writes M. R. Halscheid, 829 Green Ave., Mt. Ephraim, N.J., "I photographed an 0-4-0T, No. 601 of the National Railways of Mexico, which is displayed as a memorial to Jesus Garcia, the engineer who saved a town from being destroyed by a burning trainload of explosives. He ran the train away from the town before it blew up, killing only himself, and became the national rail hero of Mexico."



Herman H. Pevler, president of Norfolk & Western, at dedication of Roanoke, Va., Transportation Museum last June.
Photograph by H. Reid

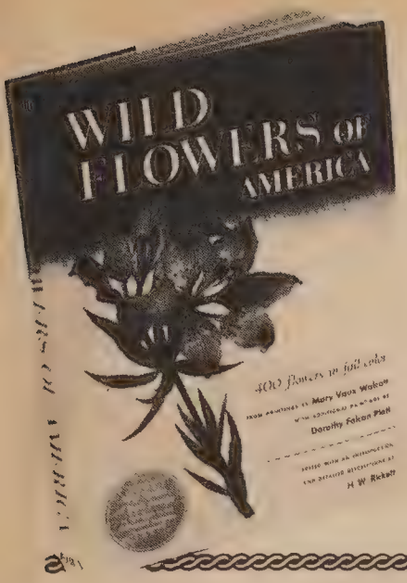
Not much steam left in Britain, only in pockets, reports a British Railways engineer, John Drayton, 13 Sycamore Rd., Griffithstown, Pontypool, Monmouthshire, England, who recently toured his country. "I covered the far north," he writes, "including Inverness and Aberdeen, Scotland, and found no steam there at all. In and around Glasgow and Perth were a few steamers, York is getting rid of steam this fall, leaving Crewe, Carlisle, and the area around Manchester as probably the last outposts.

"Southward to London, I saw a few 2-6-2T and Pacifics at Waterloo Station, and 3 standard BR 4-6-0 at Guildford. Aside from tourist lines and London transport, steam is taking a back seat in this country. Last January total steam power amounted to over 1500 tender engines. The figure is falling rapidly. There is only one BR narrow-gage line still operating. This is the Vale of Rheidol Ry. in Wales which has three 2-6-2 tanks.

"About your query in *Railroad Magazine* on lineside allotment gardens. Yes, we have many and started them years ago, when workers had little pay. The idea really got off the ground in World War I and II when we used the slogan, 'Dig for Victory!'"

Wheeling Steel Corporation recently scrapped an 0-6-0 switcher (Baldwin, 1920) at Mingo Jct., Ohio, reports Ffc James Petropulos, B Btry, 3rd MSL Bn, 1st Arty, Herminie, Pa. 15637. She was scrapped shortly after Jim had photographed her. He wrote Wheeling

Collection of C. W. Jernstrom, 822 Pelham Drive, Fort Wayne, Ind.
March 21, 1953: Southern Pacific 12-car way freight, Maryville-Roseville, Calif., is wheeled by a 4-6-0 Number 2368, class T-32, which Brooks built in 1913.



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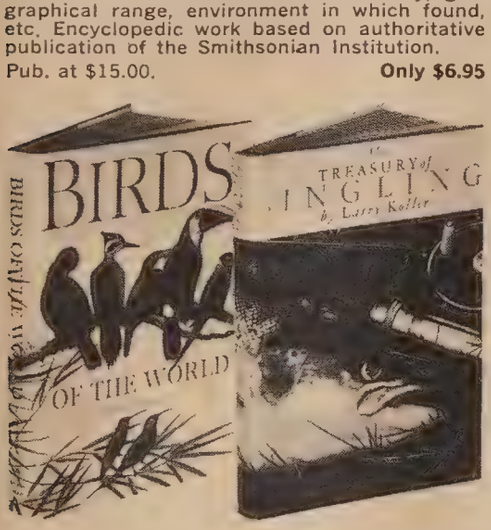

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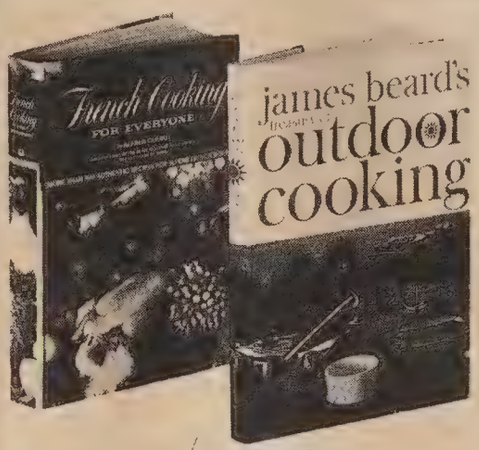

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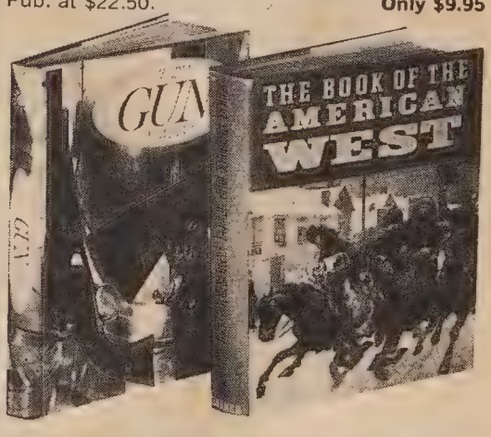

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Government of Ontario Transit "GO" loco 604, General Motors model GP-40.
Percy Booth, 47 Farmcrest Drive, Agincourt, Ont., Canada

Steel, asking for the builder's plates, and they generously sent them to him.

Inasmuch as the Maryland & Pennsylvania will no longer make a suitable contract with George M. Hart of Rail Tours, Inc., 490 E. Market St., York, Pa. 17403, he must drop the steam trips he had been operating for 2½ years. "And," George adds reluctantly, "it is not economically feasible for us to run any more trips on the Western Maryland, either."

Old No. 425 Gulf, Mobile & Ohio engine, a Baldwin 4-6-2, started down the track last July 15th for the official opening of Valley Forge Scenic Railroad. This operation is the result of 3 years' work acquiring land and equipment in an historic area. Landmarks of George Washington's day still stand near the 6-mile run. The road owns 4 beautifully appointed coaches, the 72-footers, and a caboose. It also has a Baldwin 1907 sloped-back tender shifter in process of restoration. Other attractions including souvenir stands, restaurants, and nearby Hopewell State Park. For more info. contact L. A. Ottaviano, R.D. 1, Phoenixville, Pa. 19460.

Saved From Forest Fires

The railways came to the rescue when forest fires threatened to engulf two Northern Ontario communities last summer. Chapleau, a Canadian Pacific division point, and Sioux Lookout, a Canadian National main-line community, were in imminent danger of destruction when the railways stepped in.

At Sioux Lookout some 700 women, children, and hospital patients piled into a makeshift train of CN boxcars and headed for Rosnel, a little over ten miles to the east. The boxcars had been trapped in Sioux Lookout earlier when a long wooden trestle just west of town was burned out. The cars, emptied of their wheat cargo in Port Arthur, would normally have been returned directly to the west.

The evacuees spent about nine hours huddled in the boxcars before a change in wind direction made it safe to return to their homes, about midnight. The train was kept on standby in case the danger arose again.

When flames advanced to within a half mile of Chapleau, Canadian Pacific hurriedly marshalled a special consisting of a locomotive and 8 boxcars which left the fire area for Sudbury with 128 passengers. A second train, a hospital train made up of two coaches carrying 43 persons and a sleeper with 14 bed patients—including a baby born the previous night,—departed for Sudbury. Later, the evacuees returned to Chapleau in special coaches added to the *Expo Limited*.

This news came from the illustrated monthly *Newsletter* of Upper Canada Railway Society, Inc., Box 122, Terminal A, Toronto, Ont., Canada. Editor of the lively *Newsletter* is James A. Brown, who was written up March '65 in our *Interesting Railfans* series.

Setouts and Pickups

"Rails to Go" is a new 22-minute, 4-color, sound movie on CF&I rails and accessories. Produced by Barbre Productions, Inc. of Denver, Colo., the film tells a complete manufacturing story from the mining of raw materials to the finishing stage. The film was shot entirely on location at the company's Pueblo plant and at its iron ore mine in Sunrise, Wyo. CF&I's Sales Dept. will supply the film to railroads, while its library will handle requests from railfan clubs, other groups, public schools, etc. It is available in 16mm for showing on standard projection equipment, and in 8mm cartridges for use on automatic desk-top projectors. Write P.O. Box 316, Pueblo, Colo. 81002.

Photograph by Percy Booth

Canadian National 4-8-4 type No. 6218, photographed last fall on a fantrip of the Upper Canada Railway Society, is shown returning from Haliburton to Toronto.

The newly-established Alaska-Yukon chapter of NRHS was first organized in 1965 in Juneau, then transferred to Anchorage. William M. Thomasson is president. Major projects on the agenda at present are a collection of information and pictures of Alaska's 27 operating railroads of yesteryear; a museum of Alaskan, Northern British Columbia, and Yukon railroad items; and the renovation and operation of a 2-6-2 Lima steam engine donated by the Yakutat & Southern Railroad.

Alaska's three operating railroads at present are the Alaska Railroad, the

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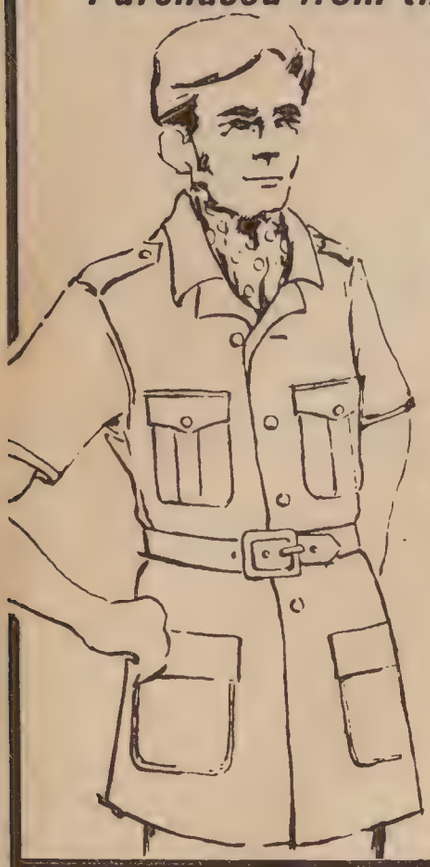

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This is a gem, first made famous by World War II pilots who found it not only an absolutely accurate timepiece, but a piece of equipment more valuable than a boxful of instruments—and it still is. Whether you like to fly, or drive sports cars, record your average speed per mile, or time the number of beers consumed in an hour, this will do the job. All 5 hands are machine-calibrated in Switzerland where the complete works are neatly turned out in two different factories, then assembled in a third. It is shock-resistant, antimagnetic, has an unbreakable mainspring, big sweep second hand, luminous dial and hands, golden-finished die-cast case, and a leather strap. No matter how you look at it, that's a big hunk of watch for only $12.95 plus 65c postage and handling. And it's fully guaranteed for 1 year! In every way, a solid buy!

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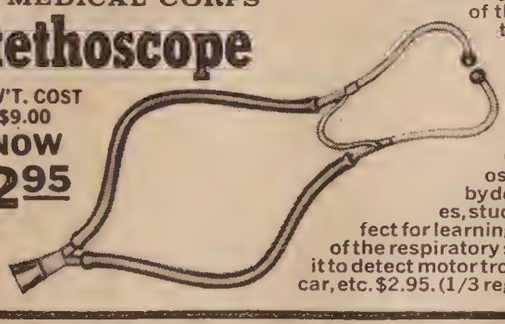

Ever try to buy one of these? Hard to find, and usually expensive, this brand new surplus U.S. Medical Corps stethoscope is used by doctors, nurses, students, is perfect for learning rudiments of the respiratory system. Use it to detect motor trouble in your car, etc. $2.95. (1/3 regular price.)

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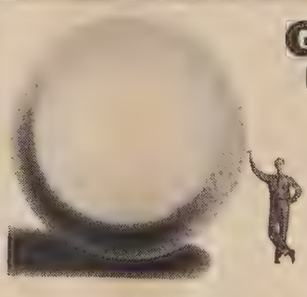

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For all shooters and hunters

AMMUNITION HANDBOOK

This is the definitive book on ammunition for all types of shotguns, rifles and handguns, by America's leading ammunition authority, Winchester-Western. It is clear, concise, arranged for quick reference, and is a handy and complete shooter's handbook. Fully illustrated with drawings and photographs, its coverage is truly encyclopedic. The book traces in detail the history of ammunition, from the time when man first hurled a rock at a foe—or at a prospective dinner. It discusses the evolution of the cartridge, its chambering and parts, and the way they are named. It contains the up-to-date facts and figures on shotshells, barrels, ballistics, chokes, and loads for game in timber and open-country big game. How to choose shot size, and safety in loading and reloading are given complete coverage. In the chapter titled, "The Rifled Slug, a Deerslayer," the misunderstood rifled slug is examined and explained to enable a shotgun to be converted into a highly dependable deer rifle. In the chapter titled, "Basic Rifle Ballistics," the rudiments of rifle ballistics illustrate the difference between hits and near (usually far) misses. In the chapter titled, "Center Fire Handgun Cartridges," the flexibility, range, and power of the handgun are explored to make possible better scores and bigger game. The wealth of easy-reference material, statistical charts and glossary of technical terms make this book an indispensable manual for everyone who uses ammunition.

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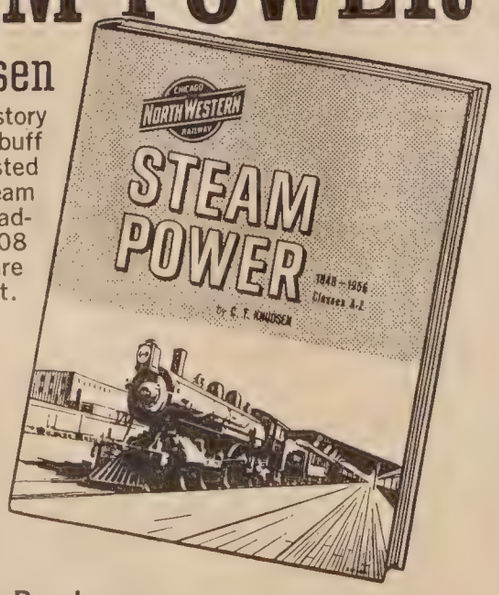

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White Pass & Yukon Route, and the Yakutat & Southern.

A thought for the month from *Forbes* business weekly: "Young people who are not intolerant of all things wrong in the world are old before their time."

Among those who rode the last runs of the *Oklahoman*, Frisco Railway passenger trains, between St. Louis and Oklahoma City is Tuck Richardson, Box 201, Eufala, Okla., who writes: "It is sad to see so many trains discontinued. I have ridden at least 6 last runs in the past 8 years. Have written a little article about the *Oklahoman*, a copy of which I will give to anyone who sends me a long, self-addressed, stamped envelope. Also, I have pix of some last runs, should readers desire them. I'd like to hear from fans interested in forming a club for the preservation of pix of railroad stations."

The U.S. Labor Department is helping the Pennsylvania Railroad retrain 4,000 workers to run the high-speed trains slated to begin operating this fall between New York and Washington. Forty-six railroaders are currently learning to be instructors for the two-year project.

Catalog 28, just issued by Fred Arone, 377 Ashford Ave., Dobbs Ferry, N.Y. 10522, has 9½ large pages listing timetables, emp. tts., annual passes, and other railroadiana.

"Your June *Switch List* ran my offer to sell a Brooks Locomotive catalog," writes Mat Schleck, 4222 Doncaster Drive, Madison, Wis. "Judging from the response to that item, *Railroad* must have a large circulation. I sold the catalog to a New Jersey man who called by a long-distance phone even before I received my June issue."

"Needless to say, some people will go to extremes to preserve something they like," writes Dawrence S. Glenn of the Tulare County Historical Society, Visalia, Calif. "When Southern Pacific officials replaced a wooden caboose with a safer, all-steel model, the original was offered to our society. I took charge of finding transportation, getting permits for highway transport, and helping load and unload the crummy. The entire operation took 8 or 9 hours, starting from the time we backed up the transport truck. After travelling about 12 miles, we rolled the caboose onto its new rails. My reward for this volunteer work has been an endless number of people enjoying the new addition to our museum.

Dawrence describes the caboose as

Never Look SHORT Again!

Now You Can Be TALLER Instantly!

By at least 2 full inches with amazing new invisible "LIFTEE" HEIGHT INCREASE PADS

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EARN MORE MONEY — BEING TALLER HELPS YOU FIND AND QUALIFY FOR THE BEST JOBS

It is well known that making a taller appearance helps you find the best jobs and earn more money in spare time or full time. With your new height comes a gain in self confidence and prestige that is literally priceless when you are seeking a better position. Being taller will help motivate your success. You may assume greater leadership, seek out lucrative opportunities and help put yourself on easy street for the rest of your life.

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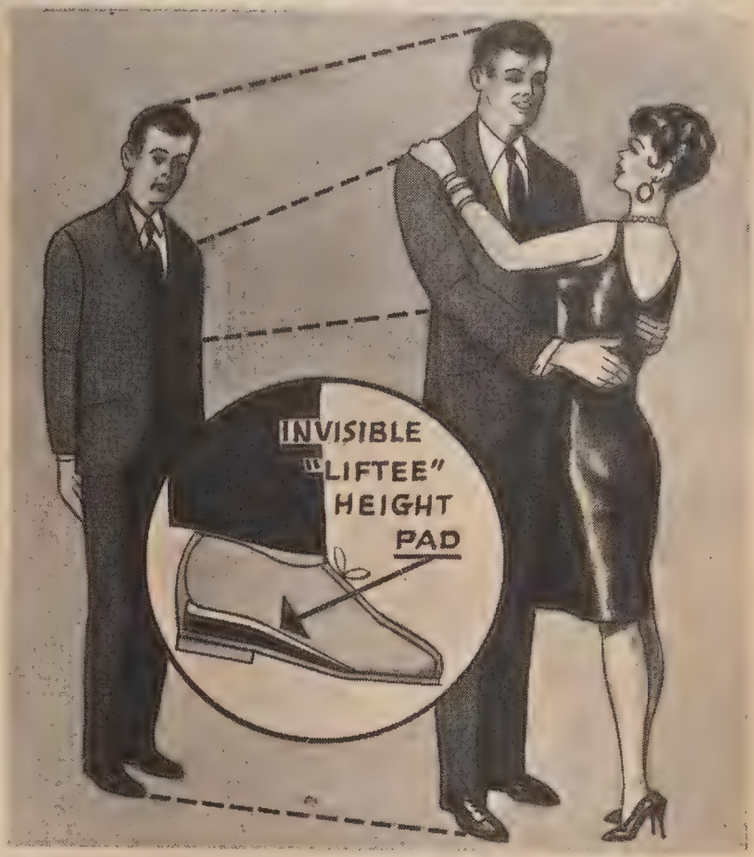
That's why thousands of men in all walks of life are using "Liftee" Height Pads, which are interchangeable in all shoes without gluing, to secretly build up their height. The cost is only a fraction of what you pay a manufacturer who charges up to $50 or more per pair of built up shoes; even though you accomplish the same HEIGHT INCREASE results. The price of $1.98 to be 2 inches taller and the added poise and confidence that comes from wearing "Liftee" Height Pads is certainly a low price for you to pay for increasing your height.



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(Canadian or Foreign orders $3.40 No COD's)

SP caboose No. 187 en route to the museum of Tulare County Historical Society.
Photo by Dawrence S. Glenn (see item below)

a type used on the SP from about 1910 to 1960. This one (No. 187) was leased to the Visalia Electric Railroad for the last several years. On April 17, 1966, it was dedicated on the Tulare Museum grounds and Dawrence made a speech telling the history of the Visalia Electric. He is now assembling VE info. and photos with hopes of eventually publishing a book on the little "feeder," and would appreciate help from readers. His address is P.O. Box 181, Exeter, Calif. 93221.

(We suggest, Dawrence, that you line up a publisher before proceeding with this project.)

Item about the Augusta Tramway & Transfer (June issue, page 53) should have placed Augusta in Arkansas rather than Georgia, according to A. M. Langley, Jr., Rte. 1, Box 64, North Augusta, S.C. 29841. "We of the newly-organized Charleston Chapter of NRHS," he adds "appreciate your plug for our chapter, which, with 180-plus members, has the largest membership of any chapter in the Society. The Southern Railway has donated to us car 800, the *South Carolina* (originally named *North Carolina*), built in 1941 for the first lightweight passenger train *Southerner*. A 56-seat chair car, it is the first piece of rolling stock received for what we hope will eventually become a large museum collection."

"I would pay $50 for an American steam loco whistle, maximum 180 psi," writes Leonard Clyde, 6 The Mount, Ewell, Surrey, England.

Who can supply info. on the abandoned spur that runs a short distance from the highway into thick woods across from Russell Stanley Steel Drum Co. at Perth Amboy, N.J.? The question is asked by Jeff Kovacs, 491 S. Park Drive, Perth Amboy, N.J. 08861.

We are compiling present-day locomotive rosters of the Florida East Coast and the Georgia shortlines for publication next month.

Illinois Railfan Activity

Don Heimburger, vice president of the Society for the Perpetuation of Unretired Railfans, Inc., tells us the story of this group. Begun as recently as Feb. '66, SPUR has already helped open a two-story museum in Monticello, Ill., with 10,000 railroadiana items. Better yet, it owns an 0-4-0T quarry engine, a 2-8-0 ex-Southern, and an ex-Wabash coach, and is leasing an ex-Wabash parlor car.

A group of students at Illinois Wesleyan university started SPUR in a campaign to save Burlington steam power. For two months they waged a determined "1000-letter" campaign. Congressmen, civic leaders, and hundreds of newspapers received SPUR literature. But in April '66 SPUR admitted that nothing would change the Burlington's position on retiring steam. If steam were to be run on a regular basis, it would have to be done by private individuals buying, maintaining, and operating locomotives.

The group made plans for operating a 7-mile steam road between LeRoy, Ill., and Sabina on trackage of the Illinois Central's Rantoul Branch. Unfortunately, enthusiasm for the project was lacking in LeRoy. The costs of running with a 5-man union crew, extensive repairs to put an engine in ICC condition, etc., made the picture look grim for such an operation.

Meanwhile they acquired the 0-4-0T, an industrial switcher, from a gravel company in Montezuma, Ind. Last November SPUR learned that operation at LeRoy was impossible, so they moved their engine to the Illinois Pioneer Heritage Center in Monticello, Ill. That month they opened the museum, which features an operating 40x10-foot HO model railroad. A lend-lease agreement with the Illini Railroad Club brought the ex-Wabash parlor car *City of Decatur* to Monticello. The club hopes that a similar agreement with the Iowa Chapter of NRHS will bring them a North Shore electric and a Chicago, Aurora, & Elgin interurban car.

State engineers and surveyors are now checking on the availability of a stretch of abandoned Illinois Terminal Railroad right-of-way. If deal goes through, SPUR members will lay track along the 4-mile roadbed and move their engines and cars to the site. To raise funds for the railroad, the nonprofit corporation is requesting donations. Frameable certificates are issued for contributions of $10 or more. Each donor also gets a membership card and newsletters. A life membership of $50 grants these benefits plus the right to operate the equipment. Contact Don Heimburger at Box 94, Illinois Wesleyan University, Bloomington, Ill. 61701.
(See photograph on page 13.)

Gas-electric car 340 used to run on Fonda, Johnstown & Gloversville Railroad.
Roger Arcara, 2405 Marion Ave., New York, N.Y. 10058

The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including name and address. Use zip code. We won't run an entry if it is hard to read.

Do not omit St., Ave., etc., in your address. Use abbreviation such as *tts.* (timetables), *empt. tts* (employes timetables), and *SSE* (send 5¢ stamped envelope for list or details).

A tight schedule compels us to close the *Switch List* long before publication date. As this magazine hits the news stands Nov. department is closed. Entries for Dec. issue should reach us before Sept. 5th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

RANDALL ABBOTT, 144 Clark St., Hamburg, N.Y. 14075 wants pix and books of circus and carnival trains and equipment. State show, price, cond.

TOM ACREE, retired telegrapher and dispr., Southern Ry., Box 724, Hollywood, Calif. 90028, will give readers details of major wrecks on U.S. railroads, also opinion on questionable train orders. (SSE)

JOHN AMRHEIM, 5511 Summerfield Ave., Baltimore, Md. 21206, researching Baltimore & Annapolis Elec. and related companies, needs mag. articles, railroadiana, info.

FRED ARONE, 377 Ashford, Dobbs Ferry, N.Y. 10522, will buy entire collections of railroadiana. Sells books, tts., keys, catalogs, passes, folders, misc. Also auto, ship, express items.

LEN BEARD, Box 112, Wonder Lake, Ill. 60097, wants switch keys from TMER&L, CNS&M and CA&E.

J. BEARDSLEY, 451 W. Inifflin St., Madison, Wis. 53703, will sell 3 vols: Air Brakes by Sudry; Steam Engine Indicators and Valve Gears by Ludy; Gasoline Tractors by Haywood, all $9.

A.S. BERNOUDY, 3201 Colorado Ave., Kenner, La. 70062, asks where he can buy recording of "Songs of the Railroad" by Merrill Jay Singers, made about 8 yrs. ago.

J.F. BERRY, 4 Daley Court, East Hartford, Conn. 06108, wants 2 rear-end markers, any rr.: prefers New Haven brackets.

C.A. BIRD,1342 W. Maynard Dr., St. Paul, Minn. 55116, sells train orders, dispr. sheets, emp. tts., misc. railroadiana, some very old.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys anything FEC, also Fla. traction. Sells FEC tts., lit., photos from official negs. Will buy, sell, or trade any road.

JIM BUCKLEY, 5834 W. 28th St.. Cicero, Ill. 60650, sells slides of Mexico, Cen. Amer., and So. Amer. steam, diesel, elec.

ED BURKE, 131 Florence Ave., Irvington, N.J. 07111, will sell below cost one 1966 Car and Loco. Cyclopedia in orig. carton.

GERRY BURRIDGE, 65 Cremazie W., Quebec 6, Que., Canada, sells or trades photos of Canadian and US trolleys and interurbans. Want negs., pre-1940 photos of Quebec Central, QRL&P (city and interurban), also CP 8000, 2850 on royal tour.

JIM BUSINGER, 2045 Ridgeland Dr., Avon, Ohio 44011, will sell whistle, switch keys, locks, badges. rulebooks, lanterns; old rr. books, interurban, items. Specify interests. (SSE)

K.F. CHIVERS, 67 Somerset St., W. Ottawa 4, Ont., Canada, wants to hear from Ray Crain, Los Angeles.

WM. COMBS, 1515 18th Ave. Drive W., Bradenton, Fla. 33505, will pay $1 for Wabash pass. tt. dated Apr. 30, 1950.

ED CONKLIN, 5 King Arthur's Court, St. James, N.Y. 11780, sells LIRR tts., loco bell, other railroadiana. (SSE)

L.P. CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa. 17603, will sell extra copies of ERA Headlights for April, June, and Nov.-Dec. '46; May and June '47; Sept. '48 for best offer. Wants some back issues of ERA Headlights, '41-50.

FRANK DELARM, 359 Glen Oak Rd., Venice, Fla. 33595, sells New Eng. rr. bonds; one bond and list 25¢.

VINCENT DESANTIS, 196 Carbon St., Paterson, N.J. 07522, will buy Erie and Lackawanna steam pix, also NYO&W and CNJ steam and diesel pix.

DAN DICENZO, CMR 1, Box 3845, Keesler AFB, Miss. 39534, sells many emp. tts. (SSE)

JOE DION, 635 Bauder Park Drive, Alden, N.Y. 14004, wants info. photos, articles of Erie in upstate N.Y.

ALAN FOLLETT, 3737 N. Pine Grove St., Chicago, Ill. 60613, buys, sells, or trades tts., misc. railroadiana; no hardware. State interests. (SSE)

ED FULCOMER, Box 1004, Canon City, Colo. 81212, buys, sells, or trades orig slides and negs. of D&RGW, UP, CB&Q., MP, AT&SF. CRI&P, GW, WP.

RICHARD GANGER, 92 Rosewell Ave., Buffalo, N.Y. 14207, trades size 116 NKP steam negs.

DAVE GRAF, 2872 Devin Rd., Grove City, Ohio 43123, swaps lanterns for those of B&A, P&E, IHB, B&M, etc.; state cond.

ROGER GRANT, 21 N. Greenwood St., Columbia, Mo. 65201, wants pre-1950 tts.

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead Calif. 91770, will swap certain Poor's Manuals for those of other years. Also wants rr. stock certifs.

GAY GRIFFITH, 3255 Old Mooringsport Rd., Shreveport, La. 71107, needs info. on Texas & Pacific in La. before 1920.

BOB HARVEY, 3820 Skyland Dr., Kingsport, Tenn. 37664, will sell 4 bound vols. of Railway Age, also 6 railfan books. Large SSE.

JON HEIM, 551½ Alcoh St., Philadelphia, Pa. 19120, sells MKT stock certif. from 1800's. Colorful, shows scene, $1. Old rr. technical manuals from 1900, $1.25 ea.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, sells or trades, on approval, orig. 35mm Kodachrome slides of diesels in his area. No list, 900 items always on hand. General collectors only.

WM. HOFFMAN 2nd, 326 S. East Ave., Baltimore, Md. 21224, will buy good orig. size 616 steam negs. of AC&Y, ARR, AA, ATSF, ACL.

J.H. HOLLINGER, Box 339, Willits, Calif. 95490, will sell to top bidder about 2400 emp. tts. dated 1926-'52, weighing about 500 lbs., 75 diff. rr.

CLIFF HULL, 203 E. 16th St., North Little Rock, Ark. 72114, will sell one copy "One Way to El Dorado," good cond., dust jacket, $3.

BRIAN JACK, 2650 Cardinal Lane, San Jose, Calif. 95125, sells New Zealand tts. and booklets "Display of Locomotives & Rolling Stock," issued by NZ Rys. (SSE.)

JACK JAREO, Box 252, Oxford, Ohio 45056, will send big free list of steam and elec. photos, tts., passes, out-or-print rr. books. (SSE)

CLARENCE JOHNSON, 549 Lynnhaven Drive S.W.. Atlanta, Ga. 30310, seeks photos and info. on Rome Ry. & Light Co. streetcars.

BOB JONES, 131 Kendall Way, Covina, Calif. 91722, has metal cap badges to trade. (SSE)

PHIL JORDAN, Box 403, Manchester, Vt. 05255, sells photos of rolling stock, engine facilities, stations of n. eastern roads. (SSE)

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10467, sells back issues Railroad Magazine, other magazines. Buys collections of same, good cond.

J.A. KOESTER, Box 633, Lafayette, Ind. 47902, wants pix, tts., info. on Chicago, Attica & Southern or Chicago & Indiana Coal Ry.

GERRY KOSCINSKI, 2514 Sunset Dr., Beloit, Wis. 53511, will buy on approval orig. negs. or 35mm slides of Milw., C&NW, SOO, GN, NP, CB&Q. PRR, CRI&P, B&O, and NYC, steam or diesel.

JEFF KOVACS, 491 S. Park Drive, Perth Amboy, N.J. 08861, wants modern train tickets and large modern rr. pin up pix and maps.

AIC JOHN C. LARUE, Jr., AF 13817641, 712th AC&W Sq., Box 1295, APO, Seattle, Wash. 98714, wants to buy negs. of rr. non-revenue eqpmt.

BOB LEBROKE, 7 Western Ave., South Paris, Maine, will sell pix of CN, MEC, GT and GTW. List and sample 15¢.

R. MAGEE, Box 744, DeQuincy, La. 70633, wants pair D&RGW classification lights; buys switch keys, esp. eastern and SE. rrs.

BOB McVAY, Box 625, King City, Calif. 93930, sells or trades back issues of Railroad Magazine, Trains, Off. Guide, Western Railroader, CERA Bulls., etc. (SSE)

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, wants 8mm-16mm home movies, any rr. subject. Give description and price.

D.C. MOORE, 1907 Dismuke St., Houston, Texas 77023, sells back issues of Railroad Magazine and Trains. (SSE)

L.D. MOORE, 121 Flag Rd., Chesapeake, Va.

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23706, will buy CERA Bull. 100 and "Century of SP Motive Power" by Dunscomb. Will buy or swap rare rr. publications and size 616 and p.c. steam negs. shot from 1935-'50.

JOHN MUSSEN, 40 Hawkins Ave., Hamburg, N.Y. 14075, will buy or trade for 35mm slides of PRR 2198-2658, 6100-6550 by individual numbers.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, will send large list of railroadiana for SSE and 10¢.

CHAS. OSBORNE, 1828 Taylor Ave., Royal Oak, Mich. 48067, wants pix of RF&P steamer 618.

W.R. OSBORNE, 1019 SE 12th Ave., Deerfield Beach, Fla. 33441, sells p.c. size sets of pix. Special offer to beginners of steam collections. (SSE)

R.P. PARSONS, Box 63, Arvada, Colo. 80002, will trade Rio Grande railroadiana for old coins. Write first.

H. PROCTOR, Box 334, Salt Lake City, Utah 84110, sells size 616 negs. of DRGW, GN, NP, SP, UP, etc., 25¢ each. Recent Off. Guides $1.50 each ppd. No list. (SSE)

J. PROKES, 7343 S. Talman St., Chicago, Ill. 60629, collects old tts., advs., other rail momentos.

ED RATZ, 6023 Harney Ave., St. Louis, Mo. 63136, will buy or trade 35mm color slides of rr. pass. stations. (SSE)

JOHN ROBERTSON, WAW-114, N.A.S., North Island, San Diego, Calif. 92135, will buy negs. and photos of Wabash or C&A steam power, even poor negs.

STAN SCHWEDLER, 1511 E. Cypress St., Phoenix, Ariz. 85006, wants any size pix and slides of D&RGW n.g. dump cars 0140-0143 and OR&OS.

VERNON SEAVER. 1718 Waukegan Rd., Box 58, Glenview, Ill. 60025, has for sale 1000 size 616 loco and train negs. of 90 roads, mostly 1938 to '40, 35¢ up. (SSE)

A.R. SHADE, 9831 Aldridge Dr., Columbia Station, Ohio 44028, sells and trades photos and b&w slides: steam of BEDT, B&LE, CV, CNJ, CB&Q. CC&O, C&O, C&NW, and CMSP&P. List and sample 25¢.

DICK SHULL, 130 W. 44th St., New York, N.Y. 10036. buys rr. china, linen, silver, souvenir playing cards, and postcards showing station or train interiors, esp. dining cars.

J.P. SOMMER, 485 Gramatan Ave., Mount Vernon, N.Y. 10552, wants photos of steam, trains, stations of Putnam Div. NYC or predecessors.

LOU STOCKDALE, Jr., 2211 Visalia Ave., Richmond, Calif. 94801, sells pix of locos and cars. (SSE) (Ed. asks, What size pix?)

FRED STOES, 1601 Harper St., Santa Cruz, Calif. 95060, will sell 1927 Loco. Cycyopedia, $50 ppd. in USA.

JOHN STUBBLEFIELD, Box 666, Maroa, Ill. 61756, sell or trades 35mm color slides. Wants N&W slides.

PAUL STUMPFF, 14 Morgan St., Greenville, Pa. 16125, will sell, buy, or trade tts., emp. tts., train orders, tickets, pix. other railroadiana. List and sample 10¢.

R. SUNADA, Box 362, Parlier, Calif. 93648, wants back issues of Railroad Magazine and Trains. (SSE)

MONT SWITZER, RR 1, Box 2, Mooreland, Ind. 47360, sells NKP rolling stock photos, some diesel and caboose negs. Will buy or trade for NKP negs. (SSE)

JOHN TAIBI, 210 Claywood Drive, Brentwood, N.Y. 11717, wants NYO&W railroadiana.

RODGER VIZBAR. RFD 1, Franklin Center, Que., Canada, buys slides, negs., prints, and other railroadiana of Rutland.

ART WADE, 2 Jasper Ave., Toronto 9, Ont., Canada, will buy 35mm color slides of steam loco on display in Ontario, side views only.

JOHN WALCZAK, 306 Westwood Drive, Wonder Lake, Ill. 60097, wants switch keys, switch locks, trolley whistles, bells.

R.P. WEATHERBURN, 10208 148 Ave., Edmonton, Alta., Canada, sells new sets North Amer. model rail system maps, 3x4 feet, full data on each road, illust. Sets $3.25. Details 25¢, refundable.

DOUG. WEAVER, 512 Nesbitt Lane, Madison, Tenn. 37115, wants pix of Lackawanna 4-8-4 No. 1633.

CARLTON WEBER, Jr., S-5 Division, USS Holland (AS-32), U. S. Naval Base, Charleston, S.C. 29408, has Md. & Pa. and Wash. & Old Dominion pass. tickets to swap for Western Maryland tickets.

JIM WOZNICZKA, 2310 W. 55th St., Chicago, Ill. 60609,, swaps p.c. size photos of Chicago area diesels for same from SP, ATSF, WP, T&P, other Western roads.

R.L. YARGER, 1122 6th St., Greeley, Colo. 80631, wants pix., negs., etc., of CRI&P steam, esp. Western Div.

Mrs. GLENN BATHALOW, 425 West State, Newcomerstown, Ohio, will sell back issues of Railroad Magazine and Model Railroader, 1939-'57.

E. BAUMGARDNER, 26 West End Ave., Oneonta, N.Y. 13820, will buy Kaaterskill RR. and Stony Clove & Catskill Mt. RR. loco photos and data.

JOHN BURKE, 3405 Powelton Ave., Philadelphia, Pa. 19104. will buy tape recordings of NJC G-3 No. 831-835, or G-4 No. 810-814 Pacifics. State info. and price.

WM. BOYLAN, 2321 E. 15th St., Brooklyn, N.Y. 11229, will answer questions on N.Y. subways and Els. Maps, tts., rosters, history, etc., available (SSE)

MERT DAVIS, Box 92, Gibsland, La. 71028, wants photos of old type pump handcars, 8-wheel log wagons, anything on Louisiana & North West RR.

PAUL DAVIS, 1419 Washington Ave., Chester, Pa. 19013, wants 13th edition (1947) of Loco. Cyclopedia; state cond.. price.

GARY GRARL, 1452 Leland Ave., Bronz, N.Y. 10460, sells 3½x5" color prints and slides of trolleys, 40¢ each. (SSE)

TEX HUDSON, 4760 N. Durfee St., El Monte, Calif. 91732, and Bob Hartney, are publishing small rr. mag. Send 20¢ for sample copy.

R.P. FITZGERALD, 603 Woodland Drive, Havertown, Pa. 19083, wants SAL flagman's cap badge and cap style worn before merger; also complete caps of NKP, CGW, and Ann Arbor.

CLARENCE GREENE, P.O. Box 34, Penland, N. C. 28765, will sell Alco catalog 10057, Light Locomotive Parts and General Products, $20; Steam's Finest Hour, $10. Buys Clinchfield railroadiana.

WARREN STOWWAN, 2102 Eastern Ave., Philadelphia, Pa. 19138, will buy or trade for any size photo of Wilmington & Northern 0-4-0 No. 8 or Phila. & Reading 0-4-0 No. 1244.

FRED KOVAL, 158 Norway Land. South Plainfield, N.J. 07080, will send lists of size 620, 116, 122, and 4x5 rail photos, also rail and model mags., books, other railroadiana. State wants. (SSE)

OWEN LEANDER, 127 Wildwood Rd., Elk Grove Village, Ill. 60007, sells Kodachrome slides and 2¼x3¼ b&w negs. of 75 rrs., EMD scrap lines, demonstrators, and Pullmans.

WALT LEWIS, 3654 Montclair Dr., Jacksonville. Fla. 32217, wants back copies of Off. Guide, 1874-'67, good cond.

JOE HEREFORD, 7800 Pickard Ave., N.E. Albuquerque, N.M. 87110, wants info. on La. logging roads. Trades photos of n.g. eqpmt.

FRED HILTONSMITH, 1579 Vestry Rd., Wantagh, N.Y. 11793, wants 8 or 16mm movies on N.Y. City Els and LIRR steam.

JACK FESCO, 4309 Edenhurst Ave., Los Angeles Calif. 90039, will sell steam loco bell. also steam loco drawings and attachments. (SSE)

RAY MAGEE, P.O. Box 744, De-Quincy, La. 70633, wants switch keys.

BOB MASON, P.O. Box 15-218, Tampa, Fla. 33614, will sell back issues Railroad Magazines and Trains to '53, some old Model Railroaders, traction books. (SSE).

ROBT. JOHNSON, Rte. 1, Box 265A. Rossville, Ga. 30741, wants catalogs, pix, negs., other material on Climax, Shay, and Heisler locos, logging roads.

CORDELL NEWBY, 1908 Wellington Pl., Wenathhee. Wash. 98801, sells and buys all sizes photos GN steam, diesel, elec., cars, structures, etc., also railroadiana. (SSE)

C.G. PARSONS, 8416 Conover Pl., Alexandria, Va. 22308, sells Kodachrome 35mm dupl. slides; steam, diesel, trolley. Sample 25¢.

D. REES, P.O. Drawer R, Ajo, Ariz. 85321, has Off. Guides from 1960. Single copies $2 each ppd. State dates desired.

BEN SMITH, P.O. Box 34, Brooklyn, N.Y. 11213, wants Loco. and Carbuilders Cyclopedias before 1950, rr. books, old toy trains; catalogs, rr. calenders, other railroadiana. Send listings.

DON TOSH, Box 289A, Alcoa, Tenn. 37701. sells steam rr. prints mounted on 5½x8" antiqued pine wall plaques. $1.50 each, $2.95 a pair. (SSE)

GEO. TURNBULL, 50 Newtonville Ave., Newton, Mass. 02158, wants slides of New Haven diesels and elecs., esp. 0400's, 0500's, 0700's, 0800's 630's, and low 0900's.

EARL YORKE, 27257 Currier Ave., Dearborn Heights, Mich., sells 8x10 steam pix. Send $1 (refunded with order) for list of 101 Lightsey Bros. RR. (S.C.) balloon-stack engines, Brimstone RR. worm-drive engines, and Oneida & Western.

Model Trading Post

LARRY AUSTIN, 808 Aetna Dr., Ellwood City, Pa. 16117, will sell several pairs type E-60 couplers scaled for 15"-gage. Yokes available. (SSE and 20¢ for photo and details.)

TED DANTT, Cameron N.Y. 14819, sells Lionel and Tyco HO trains, accessories.

DON HEIMBURGER, editor of bi-monthly S Gaugian, Tolono, Ill. 61880, is collecting material for large all-S-gauge catalog coming out this fall, $2. Send info., pix, etc.

W. JENNINGS, Hatch Cottage, Horsington, Templecombe, Somerset, England. will sell 9½" gage steam U.S. Atlantic type loco. perfect cond. Also SP Atlantic in parts, unfinished. Write for details.

JEFF KOVACS, 491 S. Park Dr., Perth Amboy, N.J. 08861, wants Lionel 0 and 0-27, switches, etc.

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, wants Lionel 0 gage 150, 152, 154, 156X, 256 locos; 8-wheel pass. cars 600-700 series.

L.D. MOORE, 121 Flag Rd., Chesapeake, Va. 23706, wants 0 gage European locos and cars. Will buy or swap for rare railroadiana, incl. hundreds of steam negs. from 1935-'50.

JIM TANDY, Box 35, Carrollton, Ky. 41008, wants Lionel 6464-125 NYC boxcar with hot press letters, 44 motorboat, 840 industrial power station, 439 panel board. State cond., price.

MIKE BROWN, 328 1st Ave., DeWitt. Iowa 52742, will buy or trade for back issues of Model Builder and Model Railroader. Has Whistle Stop and O Gauger mags. to trade.

BEN SMITH, P.O. Box 34, Brooklyn, N.Y. 11213, sells back issues Railroad Magazine (1907-1965), Model Railroader, RMC, Trains. ●

Pen Pals Wanted

Mrs. Rose E. Hately (20), 66 King Street W., Apt. 7, Bowmanville, Ontario, Canada.

Jeff Kovacs, 491 South Park Drive, Perth Amboy, N.J. 08861, wants to hear from someone who has a Lionel O train set.

Sandra Waples, 4517 Fontenelle Blvd., Omaha, Nebraska 68111, exchanges postcards.

Mrs. Cora Timberman, Box 142, Fairdale, Kentucky 40118.

Pat Prescott, 223 Rochester Drive, Louisville, Kentucky 40214.

Jacqueline Kennett, P.O. Box 17, Bombala, New South Wales, Australia. (Postage, 11¢ an ounce.)

Mrs. Audrey Gibson, 3762 Powell Avenue, Louisville, Kentucky 40214.

Mrs. Essie Steward, 221 Rochester Drive, Louisville, Kentucky 40214.

Tom Kelly (14), 1316 N. 10th Street, Tacoma, Washington 98403.

Eddie Heilman, Route 4, Marshall, Missouri 65340.

Luisa Tan (19), Southwestern University, Urgelio Street, Cebu City, Philippines. (Postage, 11¢ an ounce.)

Benjamin G. Tan (15), St. Joseph Academy, Matalom, Leyte, Philippines, (Postage, 11¢ an ounce.)

Iva Jean Wyant (14), RD 2, Box 334, Duncansville, Pa. 16635.

Vera Hart (40), 27339 6th Street, Highland, California.

Elmer Becker (70), 342 Gold Street, Buffalo, N.Y. 14206.

Mary Beth Breister (15), 553 Ruggles Street, Fond du Lac, Wisconsin 54935.

Elsa Alley (15), Maidstone, St. David's, Newfoundland, Canada.

Janice Boyd (14), St. David's, Newfoundland, Canada.

Frances Burnley, RFD Box 113, Buckingham, Virginia 23921.

Janet Davidson (16), 823 E. St. Charles, Brownsville, Texas.

Sue Baumgarten (14), 14209 Darley Avenue, Cleveland, Ohio 44110.

Nancy White (20) and sisters, Thelma (17) and Janet (15), 5220 E. 47th Terrace, North Kansas City, Missouri 64117.

Mrs. Eula Weaver (65), Route 8, Box 486, Roanoke, Virginia 24014.

Carlton O. Weaver (38), Route 8, Box 486, Roanoke, Virginia 24014.

Alice Legge (17), St. David's, Newfoundland, Canada.

Cathy Synakiewicz (16), 15712 Finch Ave., Harvey, Illinois 60426.

Margaret Brook (15), Brookside Fur Farm, RR 4, Dauphin, Manitoba, Canada.

Sharon Gillam (15), St. David's, Newfoundland, Canada.

Mrs. L. Bouchard, 86 Second Avenue, Englehart, Ontario, Canada.

Mary Cherry (15), 100 Hopkins Avenue, Jersey City, N.J. 07306.

Frank Lemont Graves, 2055 Atlantic Avenue, Orangeburg, S.C. 29115.

John Ryan (33), 15 Emerson Street, East Weymouth, Massachusetts 02189.

Abram Bryn, 26 South Second Street, Steelton, Pa. 17092.

Carol Renczkowski (21), 109 Dundaff Street, Forest City, Pa. 18421.

Ed Narigon, RR 3, Atlantic, Iowa.

Jerry L. Waterman (19), USCG Loran Station, Cape Sarichef, Unimak Island, Alaska 99502. (Postage is same as to any other part of U.S.)

Bonnie Ketterling (15), 1444 Arvilla Drive, Sacramento, California.

Joyce Gillam (16), St. David's, Newfoundland, Canada.

Susan Simms (14), 236 St. James Avenue, St. James, Long Island, N.Y. ●

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When you receive our illustrated booklet, you will see the way we show you **step by step** how to quickly get customers . . . how to steadily build more customers from their recommendations.

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Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

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There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt, grease and many unsightly spots like magic.

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A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

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Your Services Are Commended by McCall's Magazine, American Research & Testing Laboratories and by leading Carpet Mills & Furniture Makers

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Willis Tatro: "After two years of good profits we sold our business for five times the cost".

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Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116 more than he had paid. The **value** of your dealership and franchise **grows monthly.**

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With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of independence and a much **bigger income.**

Your location could be taken tomorrow . . . so mail coupon **today.**

Find Out with NO OBLIGATION

Mail this coupon TODAY
It may put you in business

Duraclean Co. 7-709 **, Duraclean Bldg., Deerfield, Ill. 60015**

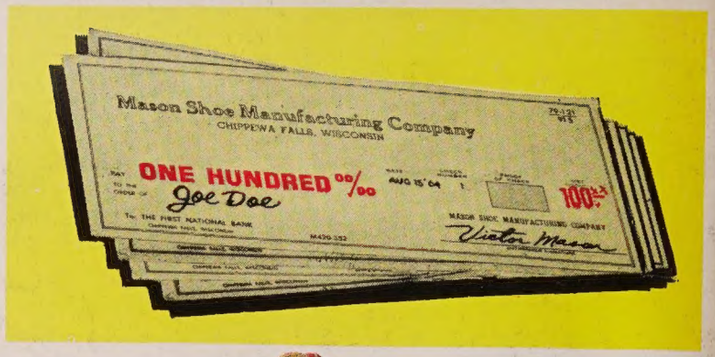
With no obligation mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

Name_____

Address_____

City_____ State_____ Zip_____

It's easy to make up to $100.00 a week in your spare time . . . and get . . .



FREE SHOES for LIFE too!

when you accept as few as 5 orders a month as a Mason Shoe Counselor in your neighborhood.

HOW would you like to collect a handsome "second salary" week after week and get FREE SHOES FOR LIFE, too? it's easy! Just introduce nationally-advertised Mason shoes to friends, neighbors and other people you meet.

Regardless of your age, education or experience—even if you've never sold a thing before in your life—you can make $5.00 to $10.00 an hour in your spare time as a highly respected Mason Shoe Counselor.

You don't invest a cent! Your FREE demonstration Outfit rings up the sales fast — virtually automatically!

Yes, we send you a FREE Demonstration Outfit that starts making good money for you *the very first hour!* You don't invest a penny. You carry no inventory. You have no overhead expenses. But you *do* keep 100% of your profits! Many Mason Shoe Counselors sell 2, 3, 4, even 5 pairs of shoes in one short visit to a friend's house — *it's that easy!* You, too, can earn $50.00, $75.00, $100.00 or more a week and

GET FREE SHOES FOR LIFE

That's right—you are eligible to receive FREE SHOES every six months . . . as long as you continue to send as few as 5 orders every month. These FREE shoes are an extra bonus in addition to the big cash commissions you collect on every sale. You choose any shoe in the Mason line . . . select for yourself, your wife, your children.

Greater selection than any retail store!

Mason shoes sell fast! That's because you offer 275 styles for men, women and children . . . with many *exclusive* comfort features. When it comes to fit, you draw on Mason's stock of 300,000 pairs, sizes 4 to 16, widths AAA to EEEE. And every sale means *automatic* repeat and referral business—'cause Mason shoes are NOT sold in stores. Folks must buy from YOU every time!

Get started right away!

Mail the coupon below and we'll rush the FREE Demonstration Outfit that puts money into your pocket the very first hour! Starts you on your way to a $100.00 a week extra income plus FREE SHOES FOR LIFE! Send no money now or later. Get everything FREE. No obligation. Rush the coupon TODAY!

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Rush Coupon for your FREE OUTFIT!

We give you everything you need to make big cash profits from the very first hour. Mail the coupon for your FREE Outfit today!

MASON SHOE MFG. CO.
Dept. G-655
Chippewa Falls, Wisconsin

RUSH COUPON FOR YOUR FREE OUTFIT!

MASON SHOE MFG. CO., Dept. G-655
Chippewa Falls, Wisconsin

OK, show me how I can make up to $100.00 a week in spare time —and get FREE SHOES FOR LIFE! Rush me—FREE and without obligation—everything I need to start making BIG MONEY in my very first spare hour.

NAME.....
(Please print)

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CITY.....**STATE**.....**ZIP CODE**.....
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